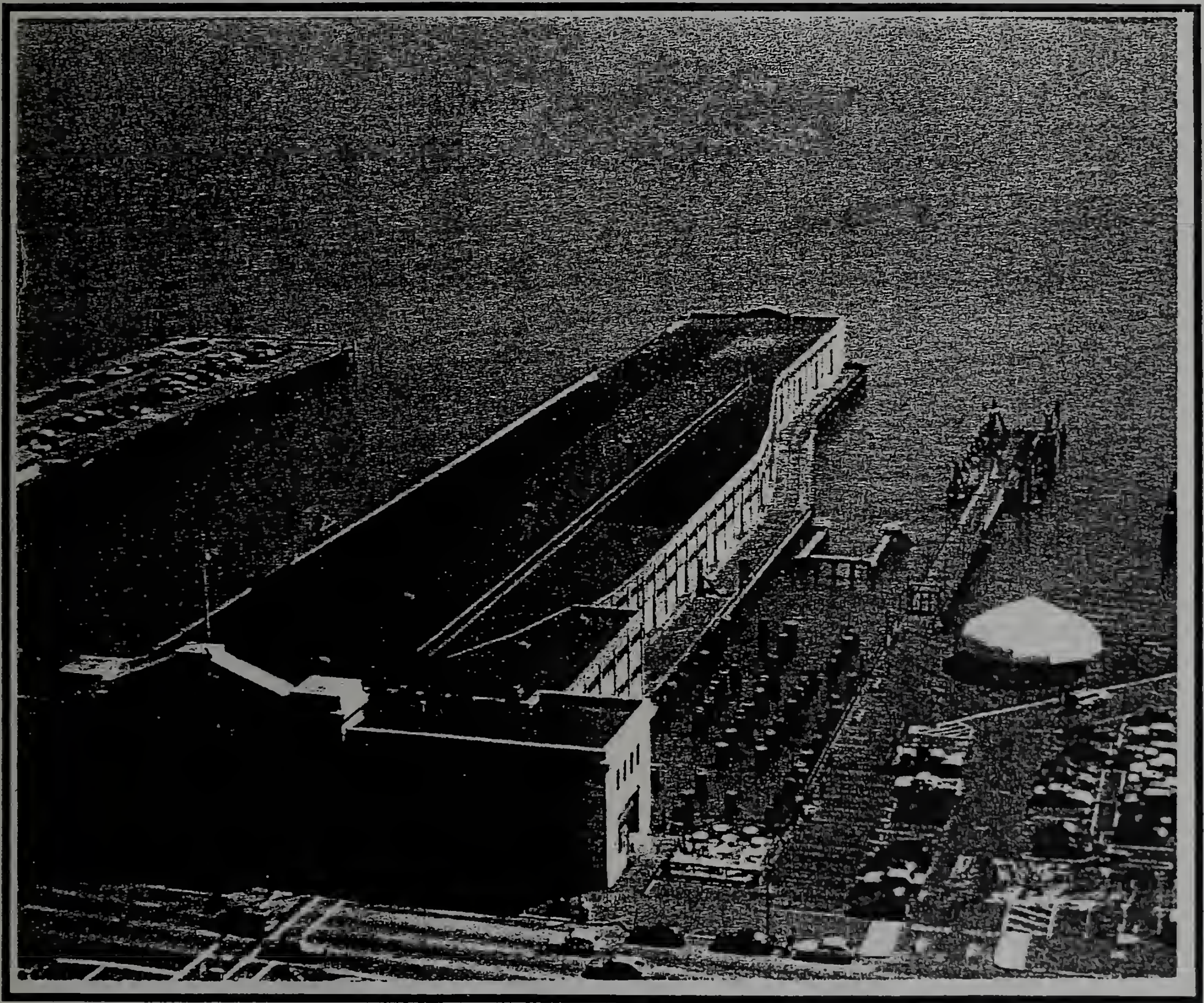
98.646: Pier 1 Project

Preliminary Negative Declaration



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Port of San Francisco

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PRELIMINARY NEGATIVE DECLARATION

Date of Publication of Preliminary Negative Declaration: December 12, 1998

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, San Francisco, CA 94103-2414

Agency Contact Person: Lisa Posternak Telephone: (415) 558-6384

Project Title: 98.646E: Pier 1 Project

Project Sponsor: Port of San Francisco

Project Contact Person: Alec Bash, (415) 274-0539

Project Address: The Embarcadero at Washington Street, San Francisco

Assessor's Block(s) and Lot(s): Block 9900; Lot 001

City and County: San Francisco

Project Description: The proposed project involves the redevelopment and historic rehabilitation of Pier 1 to provide about 141,190 square feet of office space, an increase in office space of about 136,590 square feet. The office space would be occupied by the Port of San Francisco, AMB Property Corporation, and an undetermined maritime tenant. The existing Pier 1 Deli would be remodeled. Public access would be provided and enhanced to the perimeter aprons. A new deck would be constructed over the existing concrete piles at the south side of the pier; the deck would accommodate outdoor seating for the existing Pier 1 Deli and provide space for Port events. The apron along the south side of the pier would be raised level with the interior finish floor of the shed. The east apron would be widened to match the width of the south apron. The north apron would be reconfigured where it meets the bulkhead. The interior and exterior of the bulkhead and shed would be rehabilitated according to *The Secretary of the Interior's Standards for Rehabilitation*. The proposed project also includes seismic and structural upgrades and improvements to mechanical systems.

Building Permit Application Number, if Applicable: ________.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached: -- over --

Mitigation measures, if any, included in this project to avoid potentially significant effects:
Measures to address air quality, noise, and cultural resources impacts: see pp. 56-58.

In the independent judgement of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

cc: Alec Bash, Port of San Francisco
Distribution List
Bulletin Board
Master Decision File

PROJECT DESCRIPTION

Pier 1 is located in San Francisco on the east side of The Embarcadero, opposite the terminus of Washington Street (Figures 1 and 2). The pier is a portion of Lot 001 of Assessor's Block 9900, and encompasses 107,854 square feet (sf), of which about 4,600 sf is developed as office space, and about 1,580 sf are developed as the Pier 1 Deli. The predominant use of Pier 1 is for off-street parking: 220 vehicles are accommodated inside the existing structure.

The landowner, the Port of San Francisco (Port), proposes to execute a master lease for the entire facility at Pier 1 to AMB Property Corporation for development, subleasing and property management. The facility would be redeveloped into a total of 141,190 sf of office space with no on-site parking. The administrative offices of the Port would occupy 41,985 gross square feet (gsf) at the west end of the pier fronting Herb Caen Way, including both levels of the bulkhead; AMB Property Corporation would occupy 37,570 gsf at the east end of the pier; and an as yet undetermined maritime tenant would occupy the remaining 58,245 gsf in the middle of the shed. No vehicle parking would be provided on site; however, 16 Class 1 and 8 Class 2 bicycle parking spaces would be provided. See Figures 3-6 for exterior elevations and interior floor plans. Table 1 lists the type and square footage of existing and proposed uses in Pier 1.

The Pier 1 Deli would be remodeled as part of the project, and would occupy its current location. The existing ferry service at Pier ½ would not be affected by the project and would continue during construction and following completion of the project. Although Pier 1 is not used for ferry service, ferries dock along the north side of the pier during the off-peak hours. It is uncertain whether this use would continue following completion of the project.

Public access would be provided to the perimeter aprons of the pier. The apron along the south side would be raised to be level with the interior finish floor. Subject to San Francisco Bay Conservation and Development Commission (BCDC) approval, plans include widening the east apron to match the width of the south apron to encourage public use of the pier end. The north apron would be reconfigured where it meets the bulkhead to permit public access from Herb Caen Way. See Figures 4 and 6 for more detail.

A new deck would be constructed along the south side of the Pier adjacent to the Pier 1 Deli. The deck would accommodate outdoor seating for the Pier 1 Deli and would afford the Port the ability to hold open air events supported by their adjacent conference and public meeting rooms. Construction of the deck would constitute "fill" over bay water, and BCDC review and approval would be required.

The bulkhead and pier shed would be rehabilitated according to *The Secretary of the Interior's Standards for Rehabilitation (Standards).* Following the *Standards*, significant character-giving features would be identified and preserved. On the exterior, cement plaster and concrete wall finishes would be patched to match the existing historic fabric. Except for about 40 percent of the existing fixed windows that would be replaced with operable windows for natural ventilation, all of the historic sash in good condition would be retained and repaired. New sash that matches the visual qualities of the historic sash would be installed to replace irreparably damaged sash and for natural ventilation. The roll-up door in the Herb Caen Way central arched bay would be replaced with doors and sash in keeping with the design of adjacent windows. This opening would become the main entrance to the Port administrative offices. About

98.646: Pier 1 Project

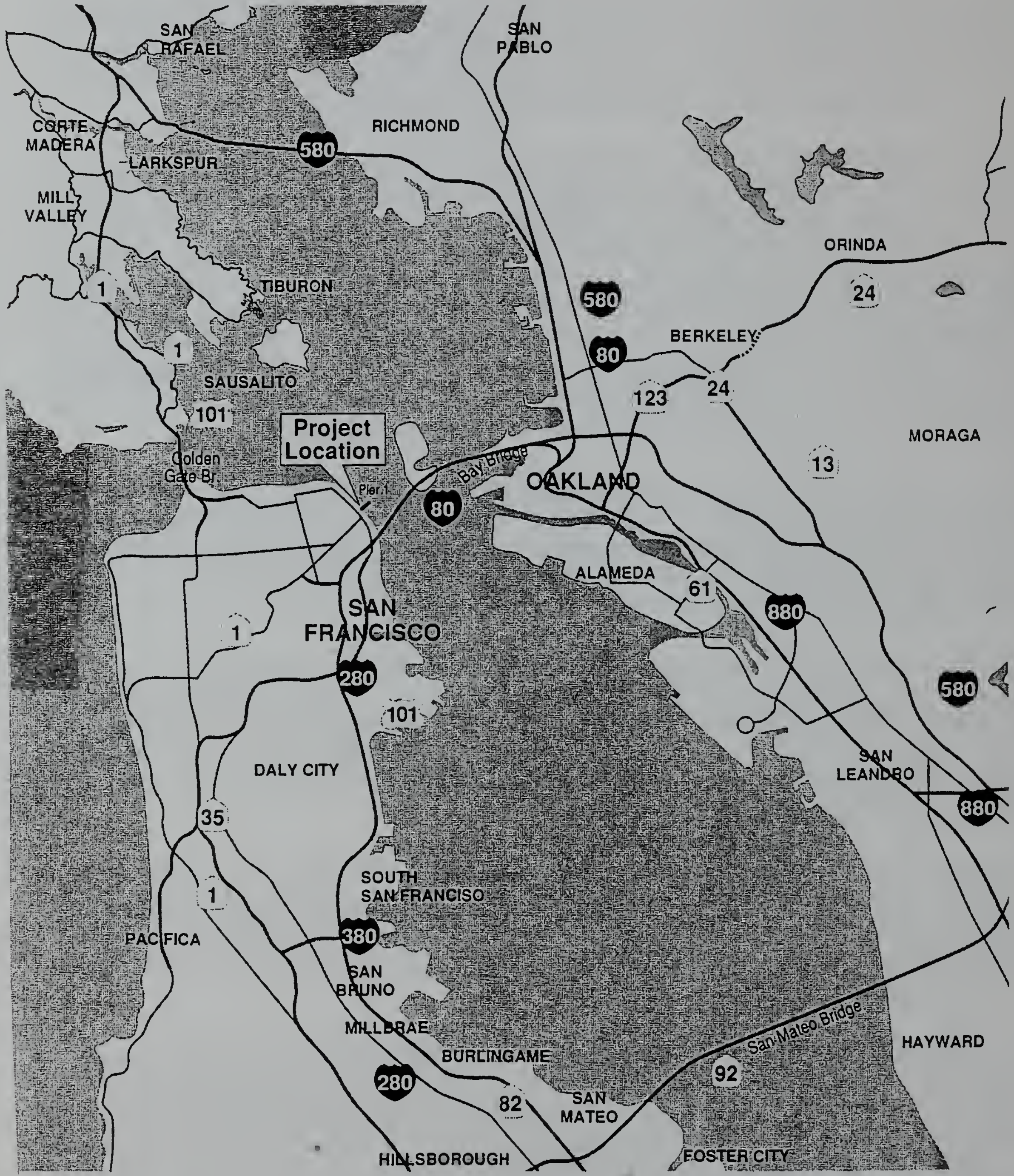

Figure 1 Project Location

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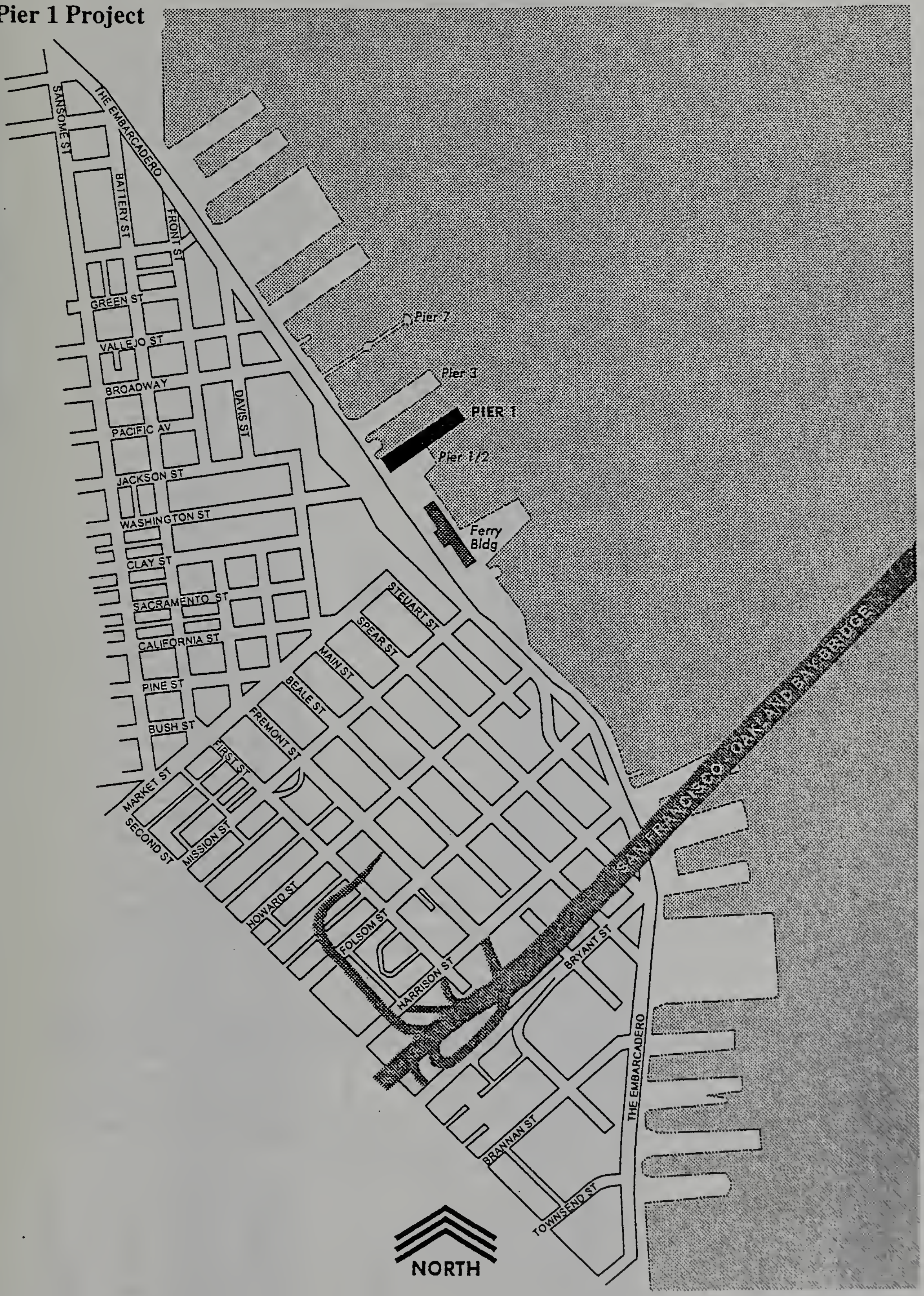

Figure 2 **Project Vicinity**

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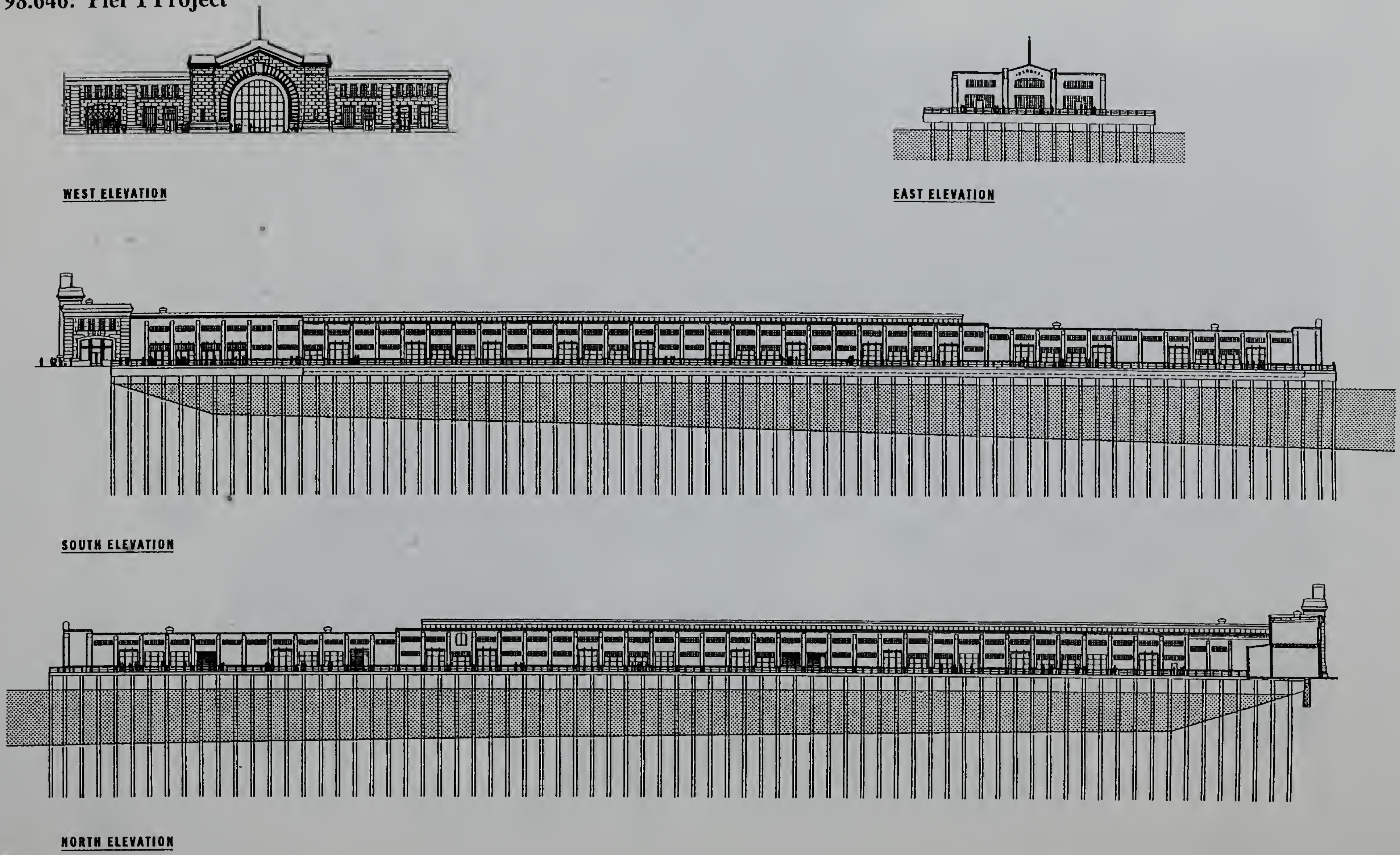

Figure 3 Proposed Exterior Elevations

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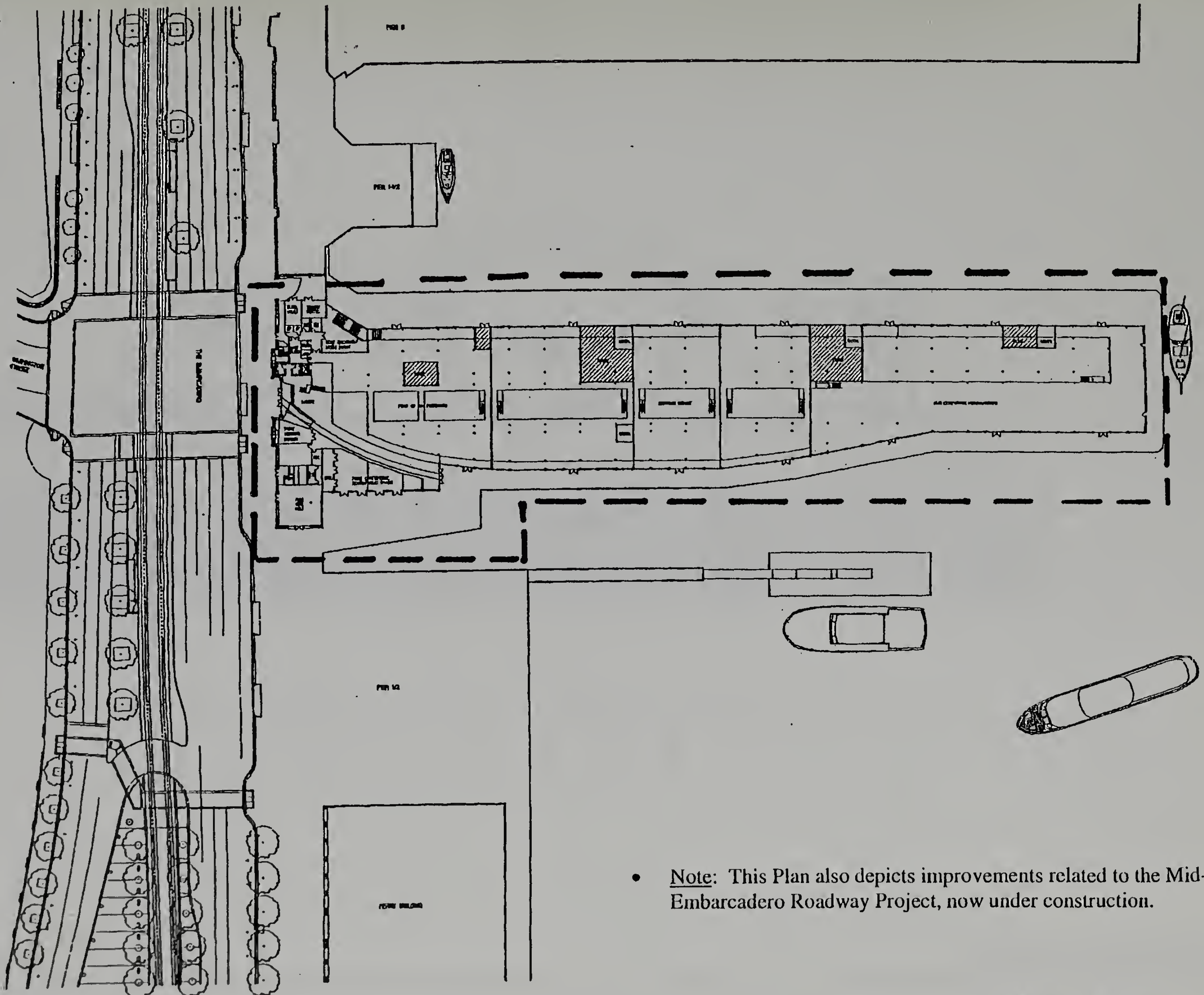


- Note: This Plan also depicts improvements related to the Mid-Embarcadero Roadway Project, now under construction.

Figure 4

Ground Floor Plan

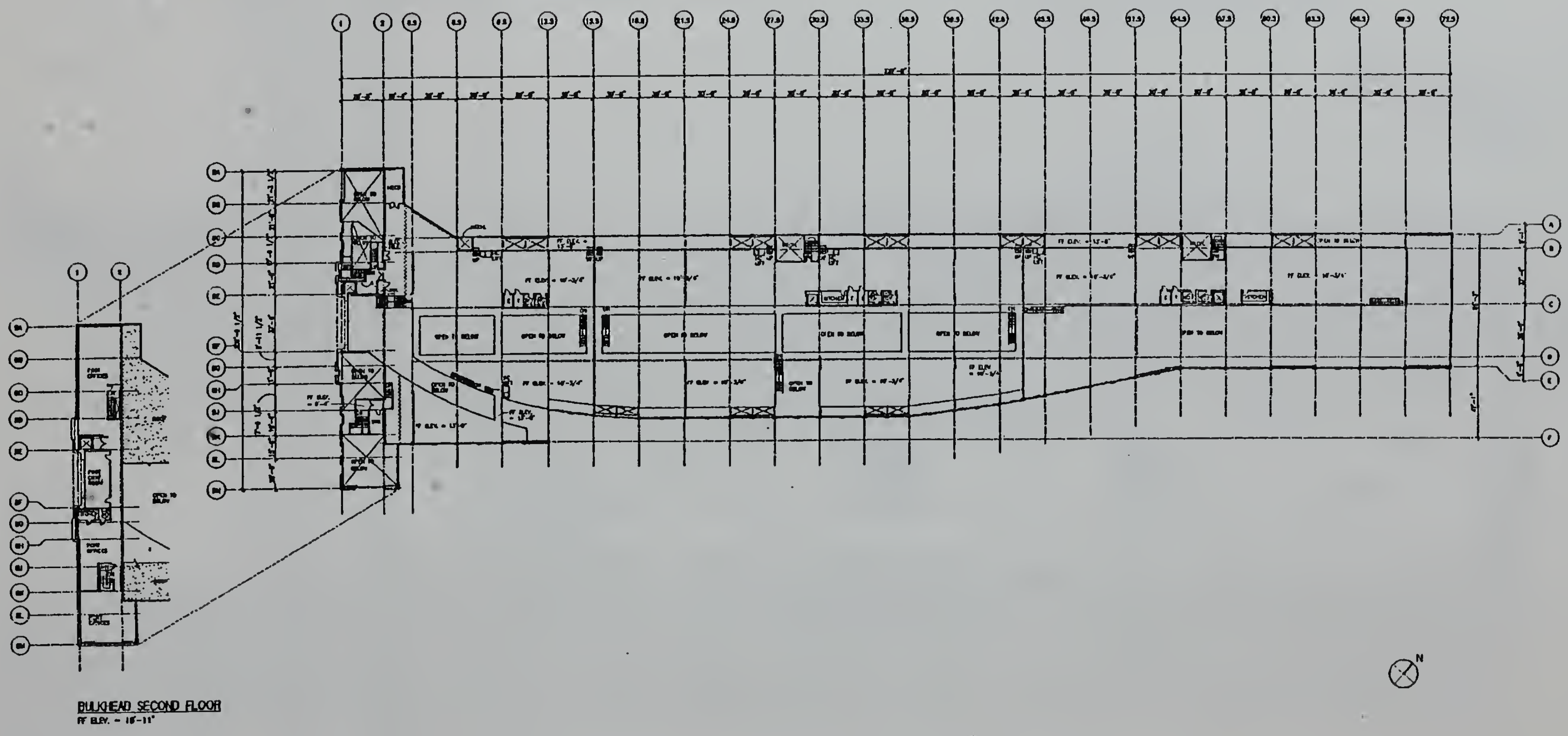


Figure 5

Second Floor Plan

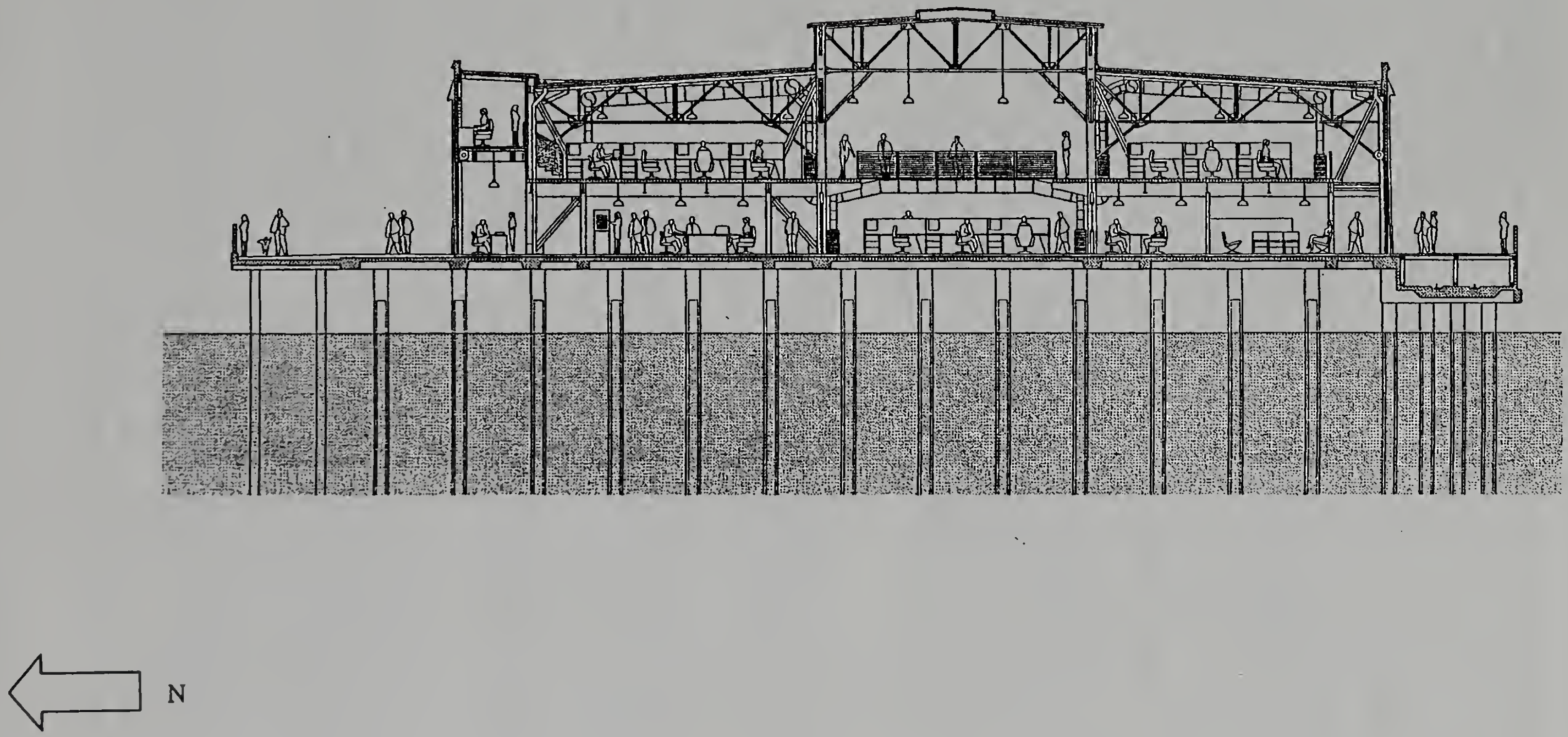


Figure 6

Typical Section

one-third of the roll-up doors in the pier shed would be retained in the upright condition and new sash would be installed in these openings. New window openings would be cut in the south wall, in keeping with the character of existing window openings. In general, historic doors would be retained. The historic roof decking would remain and a plywood diaphragm, rigid insulation, and built-up roofing would be applied on top.

Historic character-giving interior features would be preserved, including the lower runs of the original staircase in the bulkhead, the sense of spaciousness of the shed, the unpainted concrete walls, exposed steel structure and roof decking in the shed, the passenger gallery (minus the staircase) and the railroad tracks. Although the tracks would be conserved, the floor would be leveled and possibly the tracks re-laid.

A new partial second floor would be added along the north and south interior sides of the shed, flanking the double height central space under the light monitor. The finished elevation of the new second floor would be 10 feet above the ground floor. Stairways and elevators would provide access to a perimeter walkway and bridges that would link the north and south sides of the second floor. Each tenant space would have its own elevator, toilet, shower and kitchen facilities. The entrance to the AMB and maritime tenant spaces would be from the south apron.

The building would be seismically upgraded to meet 75 percent of the lateral force load required by the *San Francisco Building Code* for new structures. This would be achieved by reinforcing the pier pile structure, as well as by adding new braced steel frames within the bulkhead and pier shed structures. Because the bulkhead building is attached to the land and the pier is not, a new 18-inch wide seismic expansion joint would be installed to separate the two building components. See Figures 7-9 for details of pile demolition, areas of new piles, and details of the overwater substructure.

The facility would be naturally ventilated. Operable windows and ceiling fans would create cross ventilation, and bay water would be used for heating and cooling. The existing pier deck would be insulated, and radiant heating coils would be embedded into a new concrete slab which would provide heating. Ceiling mounted radiant heating panels would be used above the second floor. The building would be fully sprinklered and upgraded to meet all relevant life safety codes. Electrical, lighting, and telecommunications systems would be provided consistent with the quality of office space provided.

Construction of the proposed project is expected to take about 24 months. Demolition and excavation activities would occur during Phase 1, which would take about 2.5 months; foundation activities would occur during Phase 2, which would take about 3 months; construction of the structure and exterior activities would occur during Phase 3, which would take about 9 months; construction of core elements (the new second floor, stairs, water closets, elevators, and utility rooms) would occur during Phase 4, which would take about 10 months (overlapping with Phase 3 for 6 months); and tenant improvements would occur during Phase 5, which would take about 13.5 months (overlapping with Phase 4 for 8 months).

The Port of San Francisco has selected AMB Property Corporation as the developer of Pier 1. The project schedule calls for finalization of development documents and a lease in 1999. The development documents and lease would describe the relative rights and responsibilities of the developer and the Port with respect to the proposed *Pier 1 Project*. The development documents would also contain a schedule of performance for key project activities, including design and engineering, design review, permitting and regulatory approvals, and construction. The preliminary schedule for the project calls for design and permitting to be completed in 1999, and for construction to commence in 1999 and end in 2001. The estimated construction cost for the proposed project is $13.5 million dollars.

PROJECT SETTING

Project Site

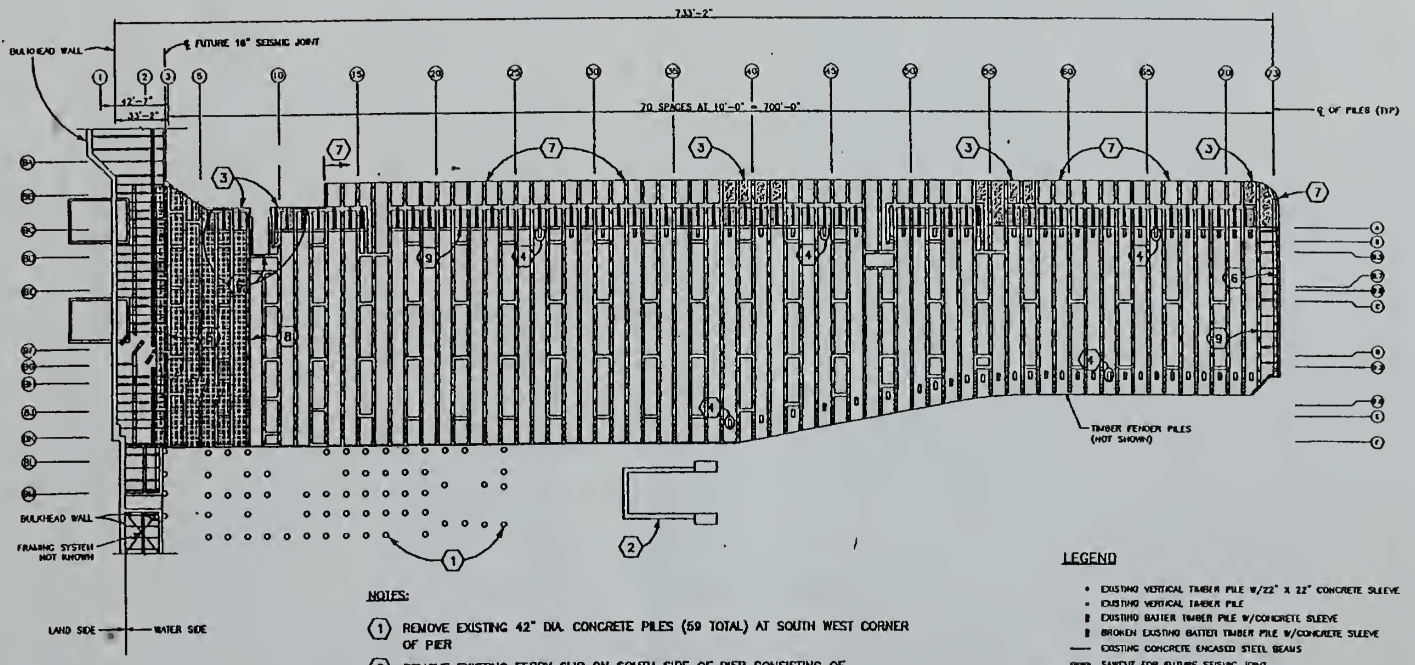
The project site includes Pier 1 and the area within its footprint, together with adjacent areas of San Francisco Bay: an area of exposed piles immediately to the south of Pier 1, and an area of open water to the east where new piles would be driven to support an expanded apron for public access. The project site does not include areas immediately surrounding Pier 1, such as The Embarcadero, non-roadway areas between Pier 1 and Washington Street, the Ferry Building, the Ferry Terminal, or Piers 1 1/2 or 1/2.

Pier 1 is located in San Francisco on the east side of The Embarcadero, opposite the terminus of Washington Street. The building is near the Financial District, the South of Market Area (SOMA), and the Golden Gateway Redevelopment Area. Pier 1 is located in a C-2 (Community Business) Zoning District, Northern Waterfront Special Use District #1, and a 84-X-1 Height and Bulk District. As designated by the Port of San Francisco in the recently adopted *Waterfront Land Use Plan*, Pier 1 is in the Ferry Building Waterfront Subarea, which extends from the Agriculture Building at the south to Pier 5 at the north, inclusive of the Ferry Building and Piers 1 through 5. The project site is about 107,854 sf.

Pier 1 is located adjacent to the Ferry Building, an intermodal transportation hub located next to several modes of transportation, including Muni streetcars and buses, ferries, BART, pedicabs, and walkways. Herb Caen Way, a pedestrian promenade along the waterfront, passes in front of Pier 1.

Pier 1 contributes to the architectural and historic character of the surrounding structures that make up the Ferry Building Waterfront Subarea. Pier 1 to the north and the Ferry Building to the south frame an easterly view to the Bay and the Bay Bridge at Pier 1/2. Pier 1 has been determined by the State Historic Preservation Officer (August, 1997 letter to Federal Highway Administration) to be eligible for listing in the National Register of Historic Places and is listed in the California Register of Historical Resources. Pier 1 was built from drawings prepared by Chief Port Engineer, Frank G. White in 1930.

Pier 1 is composed of two components: the bulkhead that fronts Herb Caen Way and the pier shed. The bulkhead is supported by a marginal wharf and seawall that was constructed in 1909 and added to in 1929. The plaster clad neoclassical façade of the bulkhead is 214 feet wide. The pier extends east from the marginal wharf for a length of about 703 feet. The pier shed varies in width from three structural bays, where it is 119 feet wide at the bulkhead, to two bays where it is 90 feet wide at the east end. The pier shed is 30 feet high at the central light monitor. The building has a plan area of about 108,430 sf, including the 79,755 sf pier shed and



NOTES:

1. REMOVE EXISTING 42" DIA. CONCRETE PILES (59 TOTAL) AT SOUTH WEST CORNER OF PIER
2. REMOVE EXISTING FERRY SLIP ON SOUTH SIDE OF PIER CONSISTING OF
   - 2 FT SQUARE CONCRETE PILES (24 TOTAL)
   - PILE CAP 2 FT X 2 FT X 80 FT LONG
   - DOLPHIN PILE CAPS 4 FT X 4 FT X 14 FT LONG EACH (2 TOTAL)
3. REMOVE EXISTING CONCRETE DECKING AND ASSOCIATED TIMBER DECKING AS SHOWN
   - 22" X 22" CONCRETE SLEEVED WOOD PILES (10 TOTAL)
   - PRECAST CONCRETE FRAMES (12 TOTAL)
   - 12" DIA. TIMBER PILES (19 TOTAL)
4. CUT 2 FT SECTION FROM 65 UNBROKEN 22" X 22" CONCRETE SLEEVED TIMBER BATTER PILES (7 EXISTING PILES ARE ALREADY BROKEN THROUGH AND REQUIRE NO FURTHER WORK)
5. SAWCUT 340 LF (2 CUTS OF 170 LF EACH) OF CONCRETE SLAB IN EXISTING PIER FOR NEW SEISMIC JOINT
6. CREATE KEY IN EDGE OF EXISTING PIER DECK
   - SAWCUT PIER DECK AS REQUIRED FOR NEW SLAB SEAT
   - CHIP AWAY CONCRETE TO EXPOSE EXISTING REINFORCEMENT
7. REMOVE EXISTING WOOD FENDER SYSTEM ON NORTH SIDE OF PIER (APPROXIMATELY 600 LINEAL FEET)
8. HYDROBLAST EXISTING DECK TO REMOVE UPPER LAYER OF CONCRETE. SEE 2/S1.3 AND 3/S1.3
9. REMOVE EXISTING PRECAST CONCRETE BRACING FRAME (33 TOTAL)

LEGEND

●	EXISTING VERTICAL TIMBER PILE W/22" X 22" CONCRETE SLEEVE
•	EXISTING VERTICAL TIMBER PILE
▮	EXISTING BATTER TIMBER PILE W/CONCRETE SLEEVE
▮	BROKEN EXISTING BATTER TIMBER PILE W/CONCRETE SLEEVE
—	EXISTING CONCRETE ENCASED STEEL BEAMS
▬	SAWCUT FOR FUTURE SEISMIC JOINT
▨	REMOVE EXISTING CONCRETE DECKING AND TIMBER PILES
—	NEW KEY IN EDGE OF EXISTING PIER DECK
—	EXISTING PRECAST CONCRETE BRACING FRAME TO BE REMOVED
▦	HYDROBLAST EXISTING DECK

Figure 7

Pier Demolition Plan

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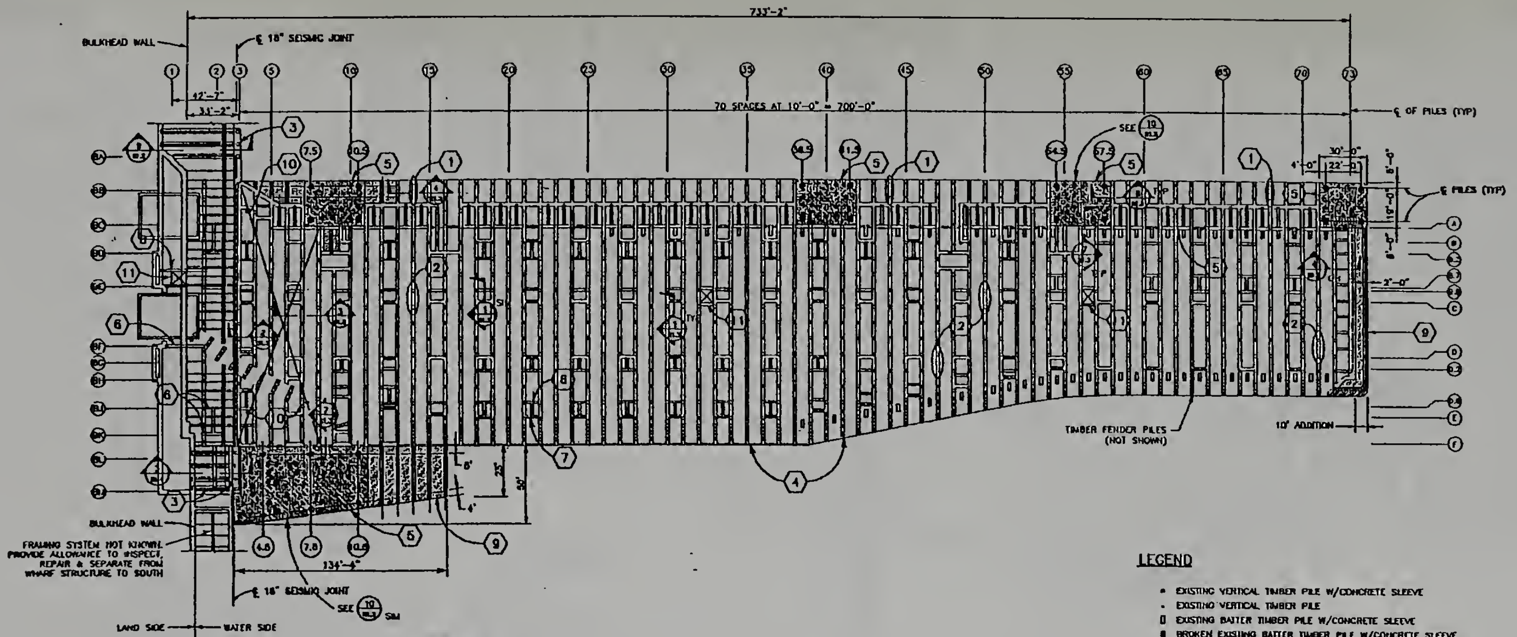

NOTES:

① REPAIR 54 (45% OF 120 TOTAL) EXISTING 12-INCH DIA. WOOD PILES WITH 12 FT LONG CONCRETE SACKED WRAPS WITH STEEL REINFORCEMENT

② EPOXY SEAL HORIZONTAL CRACKS AROUND PILE PERIMETER ON 700 (60%) VERTICAL PILES LOCATED 1 TO 6 FT BELOW PILE CAP

③ INSTALL 20-INCH SQUARE X 110 FT PRESTRESSED CONCRETE PILES AND 4 FT WIDE BY 3 FT DEEP CAP BEAMS. INSTALL REINFORCED CONCRETE BEAMS BELOW EXISTING SLAB AND CONNECT TO EXISTING PILES.

④ PATCH 200 SF OF SPALLED CONCRETE ON BOTTOM SIDE OF DEPRESSED SLAB

⑤ CONSTRUCT 6 FT DEEP REINFORCED CONCRETE PILE CAP OVER 48-INCH DIA. STEEL PILE-SEE 10/1.3

⑥ CONSTRUCT CONCRETE BEAM BELOW DECK SLAB AND CONNECT TO EXISTING BEAM AND PILES

⑦ REINFORCE EXISTING CONCRETE BEAM BELOW DECK SLAB AND CONNECT TO EXISTING BEAM AND PILES, SEE 1/S1.3

⑧ CONCRETE BEAM CONTINUOUS THROUGH BULKHEAD AND TIE TO EXISTING BEAM LOCATED WEST OF BULKHEAD SEE 1/S1.3 (SIMILAR)

⑨ CONSTRUCT 9-INCH CONCRETE SLAB SUPPORTED BY 20-INCH SQUARE PRESTRESSED CONCRETE PILES AND CAP BEAMS

⑩ INSTALL SLAB REINFORCING STEEL AND REPAIR SLAB WITH POLYMER MODIFIED PORTLAND CEMENT

⑪ CUT SLAB AND FRAME FOR ELEVATOR PIT

LEGEND

- • EXISTING VERTICAL TIMBER PILE W/CONCRETE SLEEVE
- · EXISTING VERTICAL TIMBER PILE
- ▯ EXISTING BATTER TIMBER PILE W/CONCRETE SLEEVE
- ▮ BROKEN EXISTING BATTER TIMBER PILE W/CONCRETE SLEEVE
- — EXISTING CONCRETE ENCASED STEEL BEAMS
- ● 48-INCH DIAMETER X 1-INCH WALL STEEL PIPE PILE X 110 FT LONG (22 TOTAL)
- • 20-INCH SQUARE PRECAST PRESTRESSED CONCRETE PILE X 110 FT LONG (33 TOTAL)
- — SEISMIC JOINT
- ▩ CONSTRUCT 6 FT DEEP REINFORCED CONCRETE PILE CAP OVER 48" DIA. PILES
- ▨ CONSTRUCT 9" THICK REINFORCED CONCRETE DECK W/CAP BEAMS
- ▭ CONSTRUCT CONCRETE BEAM BELOW DECK
- ▬ REINFORCE EXISTING CONCRETE BEAM BELOW DECK

RETROFIT APPROACH AND ASSUMPTIONS

THE PIER 1 DECK AND PILE SYSTEM DUE DILIGENCE SEISMIC DESIGN HAS BEEN MADE USING A RESPONSE SPECTRUM DYNAMIC ANALYSIS APPROACH. THE GROUND MOTION USED IN THIS DESIGN WAS ONE REPRESENTING A 10 PERCENT PROBABILITY OF EXCEEDANCE IN 50 YEARS (475 YEAR RETURN PERIOD). THE SEISMIC LOAD IS RESISTED BY A COMBINATION OF NEW VERTICAL 48-INCH DIAMETER STEEL PILES IN THE PIER AREA, NEW VERTICAL 20-INCH SQUARE PRESTRESSED CONCRETE PILES IN THE MARGINAL WHARF AREA AND THE EXISTING PILES. A DISTANCE OF 20 FEET TO MUDLINE BELOW THE TOP OF THE CONCRETE DECK HAS BEEN USED IN THE ANALYSIS. IT HAS THEREFORE BEEN ASSUMED THAT THE AREA ADJACENT TO THE PIER WILL NOT BE DREDGED. DREDGING ALONG THE PIER WILL PUT THE SEISMIC LATERAL SYSTEM AT RISK. ALL BATTER PILES ALONG THE NORTH AND SOUTH FACES OF THE PIER WILL BE CUT AS A PART OF THIS RETROFIT. IT HAS THEREFORE ALSO BEEN ASSUMED THAT THE PIER STRUCTURE WILL NOT BE SUBJECT TO SIGNIFICANT VESSEL BERTHING LOADS.

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Figure 8 Pier Deck and Pile Plan

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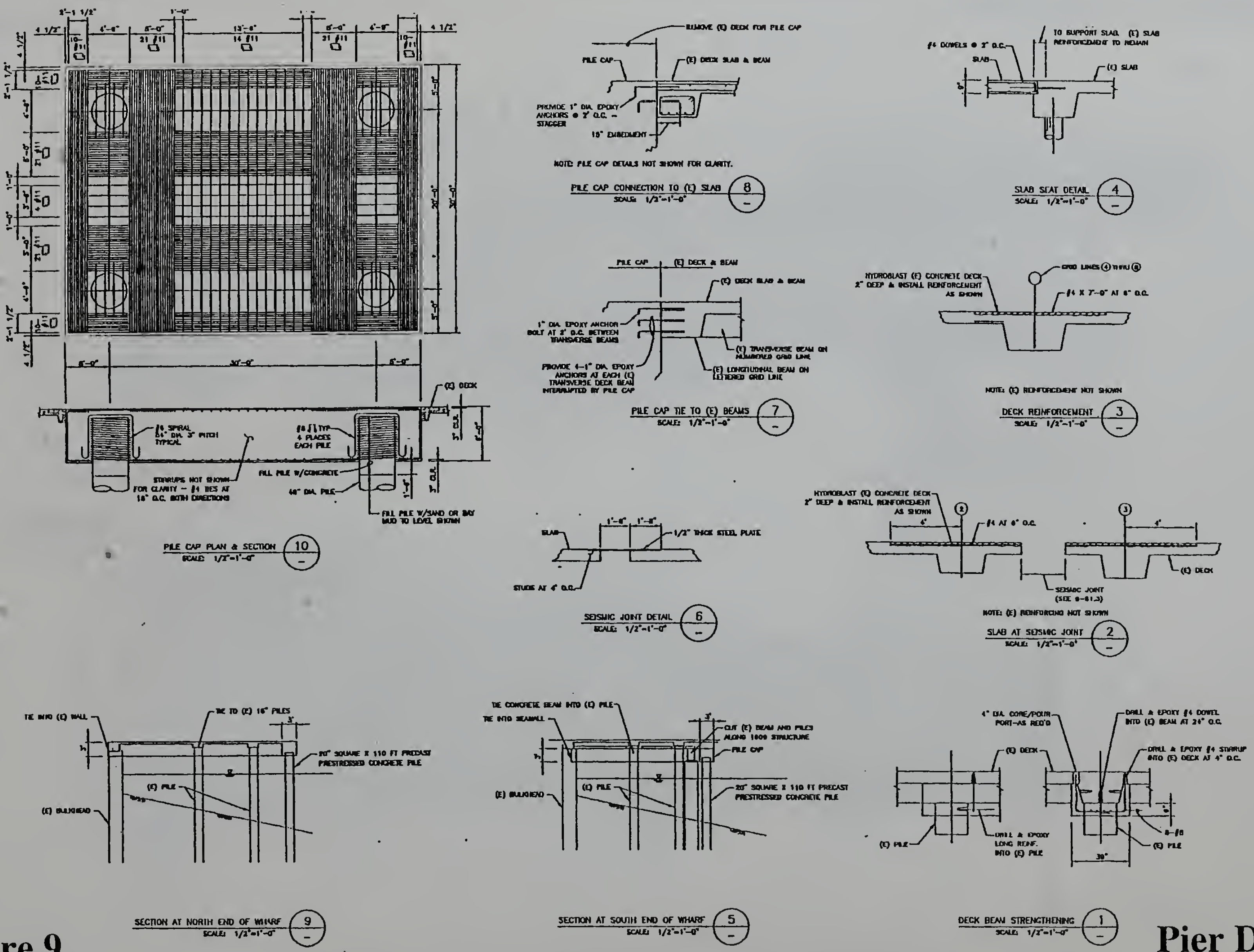

Figure 9 **Pier Details**

the 8,475 sf bulkhead. An open air walkway, referred to by the Port as an apron, extends around the perimeter of the shed on the south, east and north sides.

The pier substructure consists of a concrete deck slab, supported by concrete cap beams over concrete jacketed wood piles. The piles are spaced in a grid of about 10 feet by 10 feet. The primary framing of the bulkhead is a steel column and beam system with secondary floor and wall framing in wood. The pier shed is supported by a steel frame with cast-in-place concrete walls. Inside, along the north wall of the pier shed, is the original passenger gallery that allowed steamship passengers to exit through the pier to Herb Caen Way.

Table 1 lists the type and square footage of existing uses in Pier 1. The north side of the pier is used to dock ferry vessels during non-commute hours. To permit this use, the Port leases 1,000 sf of pier space and 1,000 sf of apron space to the Golden Gate Bridge District. The south side of the pier is not currently used, but the remnants of the abandoned railroad spur are evident. The east end is very narrow and does not permit ship docking. The pier shed is used primarily for the long-term parking of 220 vehicles. Additional uses within the pier shed include the Pier 1 Deli (1,580 sf), and commercial offices of Alex Tellis, Ltd. and Hornblower (807 and 410 sf, respectively), and Port offices (1010 sf). Additionally, Pacific Bell and Nextel maintain communications facilities within the pier shed. The existing ferry storage and office uses are considered maritime related uses.

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Table 1. Area of Existing and Proposed Uses in Pier 1

	Square Footage	
Use	Existing	Proposed
Office	4,630[1]	141,190
Restaurant[2]	1,580	1,580
Interior Public Space[3]	0	1,820
Exterior Public Space-Aprons	0	37,520
Parking/Loading[4]	79,755	0
Developed Area	85,965	182,110
Tenant Occupied Space	2,600	142,770

[1] About 2,230 sq. ft. of office space is currently occupied, including 807 sq. ft. occupied by Alex Tellis, Ltd., 410 sq.ft. occupied by Hornblower, and 1010 sq. ft. occupied by the Port. Pillsbury and Martignoni recently vacated 2,403 sq. ft.

[2] The only restaurant existing and proposed for Pier 1 is the Pier 1 Deli.

[3] Interior public space includes the common area of the Port of San Francisco lobby and the railroad track corridor.

[4] Under existing conditions, Pier 1 houses 220 long-term parking spaces. With the proposed project, no on-site parking would be provided.

Footnote: Aprons are currently 30,010 sq. ft.

Related Projects

Various public and private projects currently underway in the area of Pier 1 are described below. The impacts associated with these projects were anticipated in the *Waterfront Land Use Plan* (WLUP*) EIR* certified January 9, 1997, with the exception of the relocation of the Muni Bus Layover Site, and the parking garage at Drumm and Washington Streets.

Port of San Francisco Projects

Ferry Building Renovation Project (Renovation Project). The *Renovation Project* would involve the following components in the Ferry Building: historic rehabilitation, seismic and structural upgrades and mechanical improvements, transportation and public access improvements, and commercial tenant space improvements. The historic rehabilitation of the Ferry Building would include renovating the exterior facades, restoring the pedestrian arcade along the length of the cityside facade, reconstructing or restoring historic staircases, repairing the exterior facade and painting the clock tower, and restoring portions of the center nave. The seismic and structural upgrades include replacing the roof, installing new fire and life safety mechanical systems, and installing additional seismic concrete shear walls. The transportation and public access improvements include creating a main hall on the ground floor for passenger access and ticketing, waiting, information, and personal services. Two land use scenarios for the proposed *Renovation Project* are under consideration: the *Retail Scenario* and *Office Scenario.*

The Port plans to vacate its existing offices in the Ferry Building and relocate to Pier 1. A Final Negative Declaration for the *Renovation Project* was issued on October 1, 1998. The Port is seeking developers for the *Renovation Project* through a Request for Qualifications and Proposals issued in May 1998, and anticipates awarding a master lease to a developer in mid-1999 with construction beginning later that year. It is expected that the project would be complete by the end of 2001.

Downtown Ferry Terminal Project (Terminal Project). The *Terminal Project* is proposed adjacent to the Ferry Building and includes changes to the Ferry Building, Pier 1/2, the existing Ferry Terminal, and the area south of the Agricultural Building. It is intended to provide facilities that would allow expansion of regional ferry service to and from downtown San Francisco. Major components of the *Terminal Project* include expanding berthing capacity, remodeling landing structures, upgrading pier structures, improving pedestrian facilities on Pier 1/2 and around the Ferry Building, removing the remainder of Pier 1/2, re-establishing a central corridor through the Ferry Building (following relocation of the existing boiler room to the south wing), adding a delivery/service corridor to the north wing, and constructing a breakwater/public access pier.

The *Renovation Project* and *Terminal Project* are designed to complement each another. The *Terminal Project* would provide the additional vessel berthing necessary to allow increases in ferry ridership volumes, while the *Renovation Project* would provide the passenger "gateway" and intermodal connection between ferry berths and other transit modes. Although the two projects have interrelated functions, each has independent utility and their respective impacts are analyzed in separate documents. A Final Negative Declaration for the *Terminal Project* was issued on August 7, 1997, and a Finding of No Significant Impact (FONSI) was issued on September 15, 1997. The *Terminal Project* will be out to bid in December 1998, and construction should begin in the spring of 1999. It is expected that the project would be complete in the summer of 2000.

Waterfront Transportation Projects

The City and County of San Francisco facilitates and coordinates a series of related transportation projects in the Waterfront Area, collectively known as the *Waterfront Transportation Projects*. All of these projects (particularly the light rail improvements) will increase transit accessibility to Pier 1 and help connect this facility with the transportation systems in San Francisco. These projects are briefly described below, including their current status and relationship to the *Pier 1* Project.

Reconstruction of Mid-Embarcadero Section between Folsom Street and Broadway. The section of The Embarcadero between Broadway and Folsom Street is currently under construction to realign the roadway and provide a landscaped median for streetcar operations. The Embarcadero improvements and a package of other surface and operational improvements throughout downtown were developed as part of the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR* study. The Embarcadero will be improved as a four to six lane roadway (typically four lanes plus curb-side parking lanes during off-peak periods). In the vicinity of the *Pier 1 Project*, a second northbound left turn lane will be provided at Washington Street, and Washington Street between Drumm Street and The Embarcadero will be restriped to provide two travel lanes in each direction. About 75 parking spaces will be provided along The Embarcadero southbound between Broadway and Mission Street. These spaces will be subject to peak period (7:00 to 9:00 AM and 3:00 to 7:00 PM) tow-away regulations. Between Mission Street and Broadway, six bays will be constructed adjacent to the northbound curb travel lane (about 13 to 14 feet in width, and ranging between about 85 to 130 feet in length). These bays will provide access to driveways to off-street facilities along the waterfront, and could provide for parking and loading/unloading zones at the curb. It is anticipated that construction of the roadway would be complete in mid to late 2000.

Mid-Embarcadero Open Space Design. This urban design concept for the Mid-Embarcadero area is being undertaken as part of the *Mid-Embarcadero Roadway Project* and addresses the treatment of open spaces, recreational uses, public amenities, and other considerations in the area. The project is currently underway and is scheduled to be complete in 2000.

Extension of MUNI F-Market Historic Streetcar Line. The last section of the MUNI F-Market streetcar line into the Northern Waterfront (the section between Mission Street and Broadway) is currently under construction. The section of the F-Market line between Upper Market and the Transbay Terminal is currently operational, and the streetcar tracks have been installed north of Broadway. This surface streetcar line will connect Upper Market Street at Castro Street to Fisherman's Wharf via The Embarcadero, Jefferson and Beach Streets. It is anticipated that streetcar service to Fisherman's Wharf will be implemented in the spring of 2000. The streetcar will serve commute riders as well as tourists. Station platforms will be provided at the intersection of The Embarcadero with Washington Street, adjacent to Pier 1.

Relocation of MUNI Bus Layover Site. MUNI has initiated environmental studies for relocation of the existing MUNI bus layover site located between Steuart Street, The Embarcadero, Mission Street and Justin Herman Plaza. The bus layover site currently serves eleven bus routes. Layover activities for these routes are proposed to be relocated to the curb lanes along Mission, Spear and Steuart Streets. It is anticipated that the existing site would be developed for a 170-room hotel by about the year 2002. An environmental analysis of this proposal is underway.

Parking Garage at Drumm and Washington Streets. The Port of San Francisco and other City agencies have proposed the construction of a 340-space parking garage on Assessor's Block 202 bounded by The Embarcadero and Washington Street, to meet the parking requirements for the *Ferry Building Renovation Project*, and to replace the 423 parking spaces that have been lost due to the reconstruction of The Embarcadero. The status of this project is uncertain, due to financial feasibility considerations.

COMPATIBILITY WITH PLANS AND POLICIES

		Not Applicable	Discussed
a)	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	X
b)	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The *San Francisco Planning Code*, which incorporates by reference the San Francisco Zoning Map, governs permitted uses, densities, and the configuration of buildings within San Francisco. A permit to construct a new building (or to alter or demolish an existing one) may not be issued unless either a proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

The project site is in the C-2 (Community Business) Zoning District, Northern Waterfront Special Use District #1, and 84-X-1 Height and Bulk District. The Port of San Francisco would require a building permit for the project, since it would involve renovation of the existing pier shed and new construction in apron areas.

Environmental plans and policies directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. As discussed in the appropriate sections below, the proposed redevelopment of Pier 1 would not obviously or substantially conflict with any such adopted environmental plan or policy.

The *City and County of San Francisco General Plan*, which provides general objectives and policies to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed redevelopment of Pier 1 would not obviously or substantially conflict with any such policy. In general, potential conflicts of a proposed project with the *General Plan* are considered by decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *San Francisco Planning Code* to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for a project which requires an Initial Study under CEQA, or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies.

The *Waterfront Land Use Plan (Waterfront Plan)* provides land use policy for all property under the jurisdiction of the Port of San Francisco, extending from the north end of Fisherman's Wharf south to India Basin, including the Ferry Building Waterfront Subarea. The Port adopted its *Waterfront Plan* and *Waterfront Design and Access Element* on June 24, 1997. As the *Waterfront Plan* recognizes office use as an allowed use for Pier 1, the proposed project would be consistent with the specific policy recommendations of the *Waterfront Plan.*

A number of agency approvals and permits would be required for the proposed *Pier 1 Project.* These requirements are summarized below.

City and County of San Francisco, Design Advisory Committee. Any project involving non-maritime uses in the Waterfront Special Use District #1 (in which Pier 1 is located) is subject to the Waterfront Design Review Process. The Process involves project review by a Design Advisory Committee that includes representatives from the San Francisco Planning Department, Mayor's Office and Port of San Francisco.

Because the *Pier 1 Project* proposes the rehabilitation of an historic *maritime* resource, the Design Advisory Committee would have no formal jurisdiction over the project. However, the Committee's input may be solicited on an informal basis as part of the Port's review of the project design.

City and County of San Francisco, San Francisco Port Commission. The San Francisco Port Commission has jurisdiction over 7.5 miles of the San Francisco waterfront, from India Basin to Aquatic Park. The Port holds these lands (including Pier 1) in the public trust, and must use the property for the purposes of commerce, navigation or fisheries. The Port Commission oversees the management of Port property, and its duties include the issuance of building permits. The Port Commission would be required to approve a Development Agreement and lease for the property. The Port Commission would also approve the preliminary design of the project.

San Francisco Bay Conservation and Development Commission. The San Francisco Bay Conservation and Development Commission (BCDC) has permit authority over San Francisco Bay and all shoreline lands within 35 meters (100 feet) of the Bay, which includes Pier 1. Its primary concern is the placement of "fill" in or over the Bay for the purposes of supporting appropriate development. BCDC has established strict standards for determining the appropriateness of uses placed on fill, as well as policies to ensure maximum feasible public access in and around projects within its jurisdiction.

For every applicable permit that it issues, BCDC must make a finding of consistency with the *San Francisco Bay Plan, Waterfront Special Area Plan*, and *Total Design Plan for Piers 7-24*. Under the Federal Coastal Zone Management Act, they must also make a finding that the project is consistent with the federally approved Coastal Management Program. Formal BCDC review occurs after all local permits have been received. However, BCDC undertakes a draft review of each application at the earliest opportunity to allow any concerns to be directed to the appropriate local authority prior to the issuance of permits.

U.S. Army Corps of Engineers – Pursuant to Section 10 of the Rivers and Harbors Act, the U.S. Army Corps of Engineers would review the proposed project and may assert jurisdiction with respect to portions of the project that involve expansion into or affecting navigable waters. Should the Corps decide to allow the proposed development to proceed, the Corps would issue either a permit or a Letter of Permission.

California State Lands Commission. The California State Lands Commission (SLC) has jurisdiction over the lands granted in public trust to the Port of San Francisco, and exerts oversight authority with respect to determining whether projects are consistent with the public trust. In the past, the SLC has ruled that certain land uses (such as housing and large scale general office development) are not consistent with the public trust. However, maritime office and bay-oriented retail and public assembly uses are allowable under these restrictions. General office use is allowable under short-term leases of less than five years or as ancillary space within larger developments. The office for the Port of San Francisco and the maritime tenant would occupy the majority of the building. The project involves the rehabilitation of an historic maritime resource; and according to the Port, the project is consistent with the public trust.

The SLC granted the land comprising the project site to the City of San Francisco in 1968, retaining only the rights to minerals. Because of its limited interest, the SLC normally becomes involved only in cases where the Port proposes to dredge. In those instances a standard dredging lease agreement is drawn up to protect both parties for the duration of the project. As the *Pier 1 Project* does not involve any dredging, the SLC would not require any further evaluation or action regarding this project.

Landmarks Preservation Advisory Board. The Landmarks Preservation Advisory Board (LPAB) acts as an advisory board to the San Francisco Planning Commission on projects that affect sites or structures subject to Article 10 or 11 of the *San Francisco Planning Code*. The proposed *Pier 1 Project* is under the jurisdiction of the Port Commission, not the Planning Commission; and is not subject to Article 10 or 11 of the *Planning Code (i.e.,* not designated as a City Landmark, located in a designated Historic District, or a designated Significant or Contributory building in the *San Francisco General Plan*). Nonetheless, the LPAB may informally review the proposed project or the proposed nomination of Pier 1 to the National Register of Historic Places.

San Francisco Bay Regional Water Quality Control Board. The Regional Water Quality Control Board (RWQCB) has jurisdiction over discharge into San Francisco Bay. The *Pier 1 Project* includes use of bay waters in a heat exchange system as part of its heating and cooling systems, which would require both intaking and discharging bay waters. This project component would require RWQCB approval.

ENVIRONMENTAL EFFECTS

The proposed *Pier 1 Project* has been evaluated to determine whether it would result in significant environmental impacts. This Negative Declaration is tiered off the *Waterfront Land Use Plan Environmental Impact Report* (EIR) pursuant to the State CEQA Guidelines Section 15168 (c). A copy of this EIR is available for review at the San Francisco Planning Department at 1660 Mission Street in San Francisco.

All items in the attached Initial Study Environmental Evaluation Checklist have been checked "No," indicating that Planning Department staff has determined that the proposed project could not have a significant adverse effect on the environment. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

Land Use

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Disrupt or divide the physical arrangement of an established community?	__	X	X
(b) Have any substantial impact upon the existing character of the vicinity?	__	X	X

Implementation of the proposed project would increase the amount of office use on the project site and in the project area and would reduce the amount of off-street parking. Currently, 4,600 gsf of office space is located on Pier 1, while under the proposed project, 141,190 gsf of office space would be provided. All 220 of the existing parking spaces would be displaced by the project.

Redevelopment of Pier 1 would introduce public access to the south, east and north sides of Pier 1, and provide an overwater public use area adjacent to the Pier 1 Deli. With implementation of the project, public access to Pier 1 and this area of the San Francisco waterfront would be enhanced by the placement of about 7,510 sf of new fill. The new fill consists of a deck at the southwest portion of the pier and extensions to the existing perimeter apron.

The proposed project would not affect planned development or change the existing character or physical arrangement of the Financial District or Ferry Building Waterfront Subarea for a number of reasons. The project would be constructed primarily within the footprint of an existing building; it involves physical alterations to an existing building, not construction of new buildings or facilities; it involves mainly a change in the mix of existing uses in that building; and the proposed main use in the building (office) already exists on the project site and in the neighborhood.

An existing tenant in Pier 1 has expressed concern that construction of the proposed project would preclude future use of Pier 1 for support services for ferry passengers. The ferries currently operating from Pier ½ provide all ticketing services onboard each vessel, and the need for additional support services has not been identified. Pier 1 is not currently used as a ferry passenger loading or unloading area, although the construction of aprons along the north and south sides of the pier would allow for ferry passenger embarking and disembarking. However, the expansion of ferry services as envisioned by the Port of San Francisco would occur in the areas south of the existing Ferry Terminal, namely the Agricultural Building and the aprons surrounding it. This planned expansion of ferry services would satisfy projected demand in the long-term planning horizon.

Visual Quality

Could the project:		YES	NO	DISCUSSED
(a)	Have a substantial, demonstrable negative aesthetic effect?		X	X
(b)	Substantially degrade or obstruct any scenic view or vista now observed from public areas?		X	X
(c)	Generate obtrusive light or glare substantially impacting other properties?		X	X

Pier 1 is a prominent structure with architectural and historic significance. The viewshed boundaries from the project site are the urban edge of San Francisco and The Embarcadero on the west, Herb Caen Way and the San Francisco waterfront on the north and south, and San Francisco Bay on the east. From Pier 1, viewers can see Rincon Hill, the Bay Bridge, Nob Hill, Telegraph Hill, Yerba Buena and Treasure Islands, Angel Island and Mt. Tamalpais, and East Bay cities and hills.

Pier 1 is within the view of several groups of people: residents and employees of high-rise buildings, motorists and pedestrians along Market Street and on The Embarcadero, pedestrians in public spaces around Pier 1 and the Ferry Building, and ferry passengers and individuals on boats. These viewers have an unobstructed sight of Pier 1. The residents and employees of high-rise buildings are considered the most sensitive viewers because of their proximity and exposure to the activities related to construction of the proposed project. Motorists have brief, direct views of the southern facade of the Pier 1. Pedestrians have direct views of Pier 1 from all directions, except the bayside.

The primary sources of light and glare in the project area are the headlights of surface street vehicles. Lighting along surface streets and pedestrian walkways and ambient light from high-rise buildings, Justin Herman Plaza, and the Embarcadero Center fountain/sculpture are other sources of light and glare.

During construction of the proposed *Pier 1 Project*, the renovation activities on the exterior of the northern, southern, and western facades of Pier 1 would impact the quality of views to the structure by residents, employees, motorists, and pedestrians in the project area. Scaffolding, construction equipment, and other temporary structures and materials used during project construction would be visible from nearby apartment buildings, office buildings, roadways, and public spaces. Although the construction activities at Pier 1 would be noticeable, the impact on the quality of views to the structure would be less than significant because the activities would be temporary, not obstruct views to the structure, and not create an aesthetically offensive site open to public view.

The proposed *Pier 1 Project* would not have a substantial, demonstrable negative aesthetic effect for the following reasons: the project does not involve constructing new structures on the project site; the additions to the existing structure on the site would be minor, consisting of a raised apron, expanded apron, and new deck; the additions to the existing structure would not block or degrade a public scenic view or vista; the structure would be rehabilitated according to *The Secretary of the Interior's Standards for Rehabilitation*; and one of the objectives for the proposed project is to enhance the visual appearance of Pier 1 and the San Francisco waterfront.

The proposed *Pier 1 Project* would not result in any change in shadowing by Pier 1 because it would not result in any change in the mass, bulk, or height of the building (shading by proposed fill at the pier apron is discussed below in the Biological Resources section.) As the project does not include new lighting, it would not result in an increase in light and glare in the project area.

Population

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Induce substantial growth or concentration of population?		X	X
(b) Displace a large number of people (involving either housing or employment)?		X	
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	

Pier 1 is currently developed with the Pier 1 Deli, various small storage areas, 220 parking spaces and about 4,600 sf of office space. The existing employee population on the project site is estimated to be 10 people. Customers of the Pier 1 Deli and motorists entering and exiting the parking area contribute to a greater overall population on the site.

The proposed increase in office space on the project site would increase the population on the site and in the project area. The proposed development of 141,190 sf of office space would generate an estimated 466 employees[1], while the improvements to public access around Pier 1 would encourage increased pedestrian use of the site. The existing square footage of the Pier 1 Deli would not change as a result of the proposed project, although patronage of the Deli may increase as a result of the improved pedestrian access to the site.

The proposed project would result in a net increase in office space on the project site and in the project area. The project would create an additional 136,590 sf of new office space that does not currently exist. The proposed *Pier 1 Project* would not result in a substantial increase in population on the project site. Although the Port of San Francisco would relocate its offices from the Ferry Building to Pier 1, a new tenant would occupy the space vacated by the Port in the Ferry Building. While noticeable to the occupants and users of adjacent properties, this increase in population on the project site would not substantially increase the existing population in the project area, which is a dense urban area with existing office uses.

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[1] The Port estimates that 130 Port employees would occupy space at Pier 1. AMB Property Corporation estimates that 125 employees would occupy the proposed offices at Pier 1. Employee estimates for the remaining square footage is based on a calculation of 1 employee per 275 sf.

The cumulative effect of the proposed *Pier 1 Project*, together with the *Ferry Building Renovation Project*, *Downtown Ferry Terminal Project*, and various *Waterfront Transportation Projects* (see Project Setting) would be to draw additional people to the San Francisco waterfront because of the office, retail, and commercial amenities being developed. As the *Waterfront Land Use Plan* anticipates and encourages redevelopment of the waterfront, the projected increase in population on the project site would not be considered an adverse impact.

Transportation/Circulation

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		X	X
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		X	X
(c) Cause a substantial increase in transit demand which cannotbe accommodated by existing or proposed transit capacity?		X	X
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X		X

Information on the existing setting and project impacts and mitigation measures relative to Transportation/Circulation is from the *Pier 1 Transportation Study* (Wilbur Smith Associates, November 1998). A copy of this report is available in Case File 98.646E at the Planning Department at 1660 Mission Street in San Francisco.

The project site is served primarily by The Embarcadero. The section of The Embarcadero between Folsom Street and Broadway is currently under reconstruction. Two to three travel lanes will be maintained for the duration of the construction period (late summer 1998 to spring 2000). Upon completion of the construction, The Embarcadero will generally contain three travel lanes in each direction with a wide center median for the F-Market historic streetcar line. Cross-town traffic to the site is accommodated by several east-west roadways, including Washington Street (which terminates at the site), Mission Street, Market Street and Broadway.

The study area is served by Interstate 80, which connects to the Bay Bridge for access to the East Bay, and to U. S. Highway 101 for access to the Peninsula. On and off-ramps to the highways are located west of Pier 1. The Golden Gate Bridge is also accessible to Pier 1 via The Embarcadero to Bay Street or other routes.

Project Operation

Traffic Level of Service

Existing Intersection Conditions

Existing traffic operations were analyzed at four intersections along The Embarcadero, all of which are controlled by traffic signals. The intersections studied include The Embarcadero at Broadway, Washington Street, the Ferry Building, and Mission Street (Figure 10). The average vehicle delay for each intersection was determined. The delay is related to the intersection Level of Service (LOS), with a range from LOS A to LOS F. LOS A represents an average delay of 0.0 to 5.0 seconds per vehicle; for instance, when most vehicles arrive at an intersection during a green light and are not required to stop. LOS F represents an average delay of 60.1 seconds or more per vehicle. This condition often occurs with intersection oversaturation; for instance, when vehicle arrival flow rates exceed the capacity of the intersection.

During the weekday PM peak hour, one intersection operates at LOS B (Mission Street), one intersection operates at LOS D (Washington Street) and two intersections operate at LOS C (Broadway Street and Ferry Building). LOS D is considered the lowest acceptable Level of Service for intersections. Thus, all study intersections are operating at acceptable levels during the PM peak hour.

Traffic Impacts

Trip Generation, Distribution, and Assignment. Table 2 presents the new person trip generation for the proposed *Pier 1 Project*. Trip generation estimates were not developed for the Pier 1 Deli, as the deli is an existing use, and any trips associated with this use are included as part of the existing setting. The *Pier 1 Project* would generate a total of about 2,767 new daily person trips (inbound and outbound), and 263 new PM peak hour person trips (inbound and outbound).

98.646: Pier 1 Project

Table 2. Person Trip Generation

Land Use	Size	Daily Trip Rate[a]	Daily Person-Trips	PM Peak Hour Person-Trips[b]
Office	141,170 gsf	19.6 trips/1,000 sf	2,767	263

Source: Wilbur Smith Associates, October 1998

Notes:

a- The daily person trip generation rate for the proposed land use was obtained from the *City of San Francisco Guidelines*, Appendix 1.

b- The PM peak hour person-trips were derived from the daily person trips. About 9.5 percent of daily trips occur during the PM peak hour (as provided in the *Guidelines*, Appendix 1).

98.646: Pier 1 Project

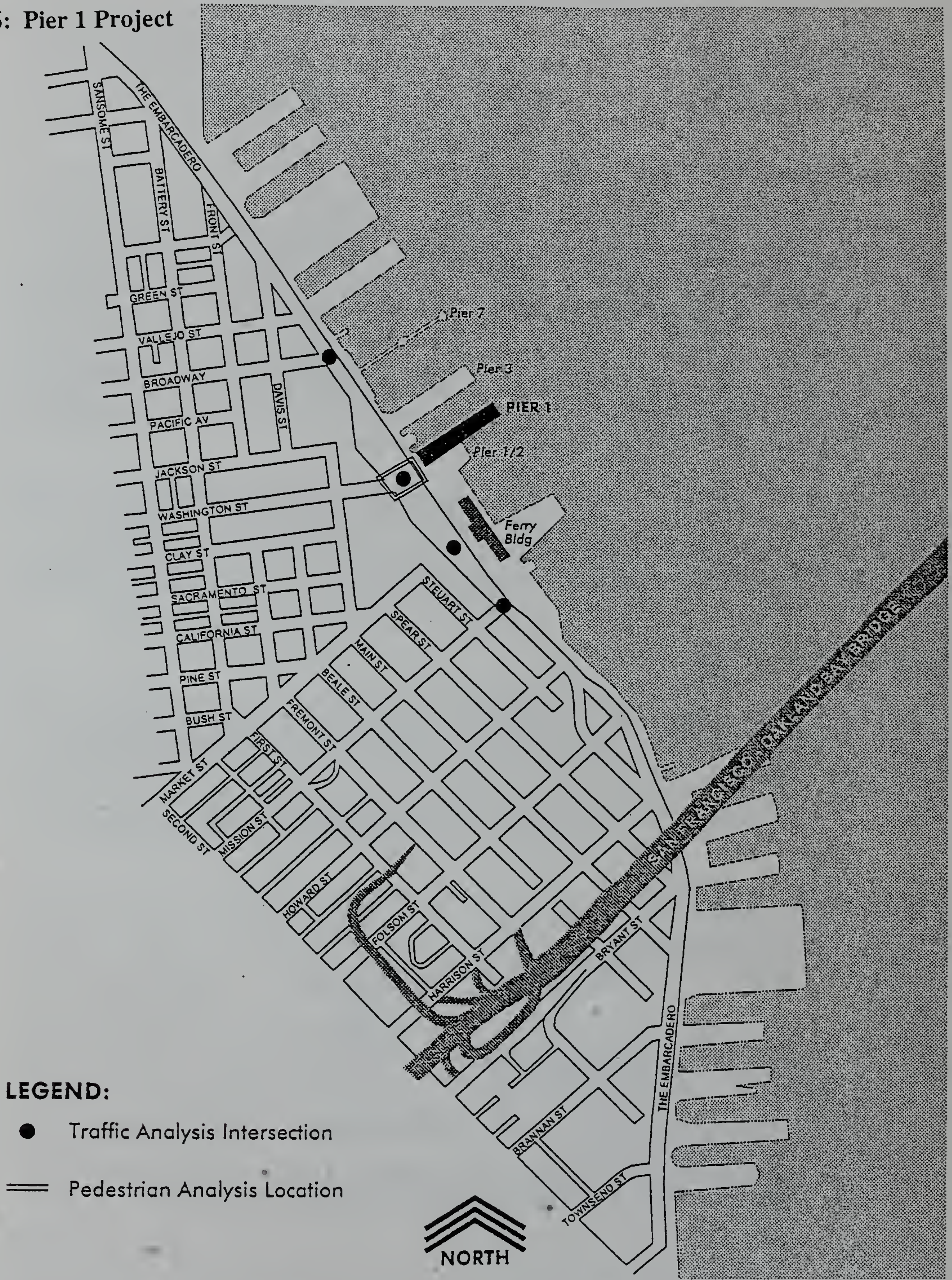

Figure 10 **Transportation and Pedestrian Analysis Locations**

Assignments of project-generated person trips to travel modes were made in order to determine the number of auto, transit, walk and "other" trips. Table 3 presents the PM peak hour person trip generation by travel mode. Of the 263 new person trips, about 145 trips would be made by transit; about 79 trips would be made by auto; and about 39 trips would be made by walking only, bicycles or motorcycles. The 79 auto person trips represent 60 additional vehicle trips (3 inbound and 57 outbound).

98.646: Pier 1 Project

Table 3. Weekday PM Peak Hour Trip Generation By Travel Mode

Land Use	Auto	Transit	Walk/Other	Total	Vehicle Trips
Office	79	145	39	263	60

Source: Wilbur Smith Associates, October 1998
Notes:
a- "Other" mode includes bicycles and motorcycles
a- The PM peak hour vehicle-trip generation was derived based on vehicle occupancy rates provided in the supplemental tables to the 1993 *Citywide Travel Behavior Survey.*

Short-term – Existing Plus Project. The proposed *Pier 1 Project* would generate 3 inbound and 57 outbound vehicle trips during the PM peak hour. An intersection analysis was conducted to assess potential traffic impacts generated by the addition of project related traffic to existing conditions at the study intersections. As defined by the San Francisco Planning Department, the operational impact on signalized intersections is considered significant when project traffic causes the Level of Service to deteriorate from LOS D to LOS E or F.

Intersection impacts were evaluated for the weekday PM peak hour conditions with traffic generated by the proposed project added to existing traffic volumes. Table 4 presents a comparison of the Existing and Existing Plus Project intersection LOS analyses. The addition of project-generated traffic would result in little or no change in average vehicle delay at the study intersections. All study intersections would remain operating at the same Level of Service as under existing conditions, and average delay per vehicle would increase by less than two seconds.

98.646: Pier 1 Project

Table 4. Intersection Level of Service: Existing and Existing Plus Project Conditions

	Weekday PM Peak Hour			
	Existing		Existing Plus Project	
Intersection	**Delay**	**LOS**	**Delay**	**LOS**
The Embarcadero/Broadway	15.4	C	15.5	C
The Embarcadero/Washington	28.6	D	30.7	D
The Embarcadero/Ferry Bldg.	16.4	C	16.1	C
The Embarcadero/Mission	12.7	B	12.8	B

Source: Wilbur Smith Associates, October 1998.
Notes: Delay = average delay per vehicle in seconds

Long-term – Year 2015. Year 2015 cumulative traffic volumes were based on the work conducted for the April 1998 *Transbay Terminal Redevelopment Area Plan Transportation Study.* The development of year 2015 background conditions was based on the Metropolitan Transportation Commission's (MTC) regional travel demand model, which was adjusted in 1997 to reflect recent development plans for a number of large projects within San Francisco, including the *Mission Bay Redevelopment Plan, Transbay Terminal Area Plan* and the Giants Ballpark.

The more recent (1997) year 2015 traffic volumes were compared to the older (1995) year 2015 traffic volumes estimated for the environmental review of the *Ferry Building Renovation Project.* The more recent 2015 projections reflect higher volumes in both the northbound and southbound directions of The Embarcadero (of about 100 to 200 vehicles per hour), and higher left-turn volumes from The Embarcadero northbound to both Washington Street and Broadway (recent traffic counts indicate a substantial increase in northbound left turns).

Table 5 presents the results of the year 2015 cumulative intersection LOS analysis for weekday PM peak hour conditions. Under year 2015 conditions, average vehicle delays are projected to increase at the study intersections, with the exception of the intersection of The Embarcadero with Washington Street. At this intersection, the provision of a second northbound left-turn lane would accommodate the demands of left-turning vehicles, causing the LOS to improve from LOS D to LOS C. All study intersections would operate at LOS D or better.

98.646: Pier 1 Project

Table 5. Intersection Level of Service: Existing and 2015 Cumulative Conditions

Weekday PM Peak Hour						
	Existing		Existing Plus Project		2015 Cumulative	
Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
The Embarcadero/Broadway	15.4	C	15.5	C	25.9	D
The Embarcadero/Washington	28.6	D	30.7	D	18.8	C
The Embarcadero/Ferry Building	16.4	C	16.1	C	21.4	C
The Embarcadero/Mission	12.7	B	12.8	B	18.4	C

Source: Wilbur Smith Associates, October 1998.

Parking

The parking study area is bounded by Broadway to the north; Mission Street to the south; Davis, Drumm, and Spear Streets to the west; and San Francisco Bay to the east (Figure 11).

Regulations and Policies

Parking in the study area is regulated by the Port of San Francisco, San Francisco Bay Conservation and Development Commission (BCDC), and the City and County of San Francisco. Each entity has different but related policies regarding parking in the area. The Port

98.646: Pier 1 Project

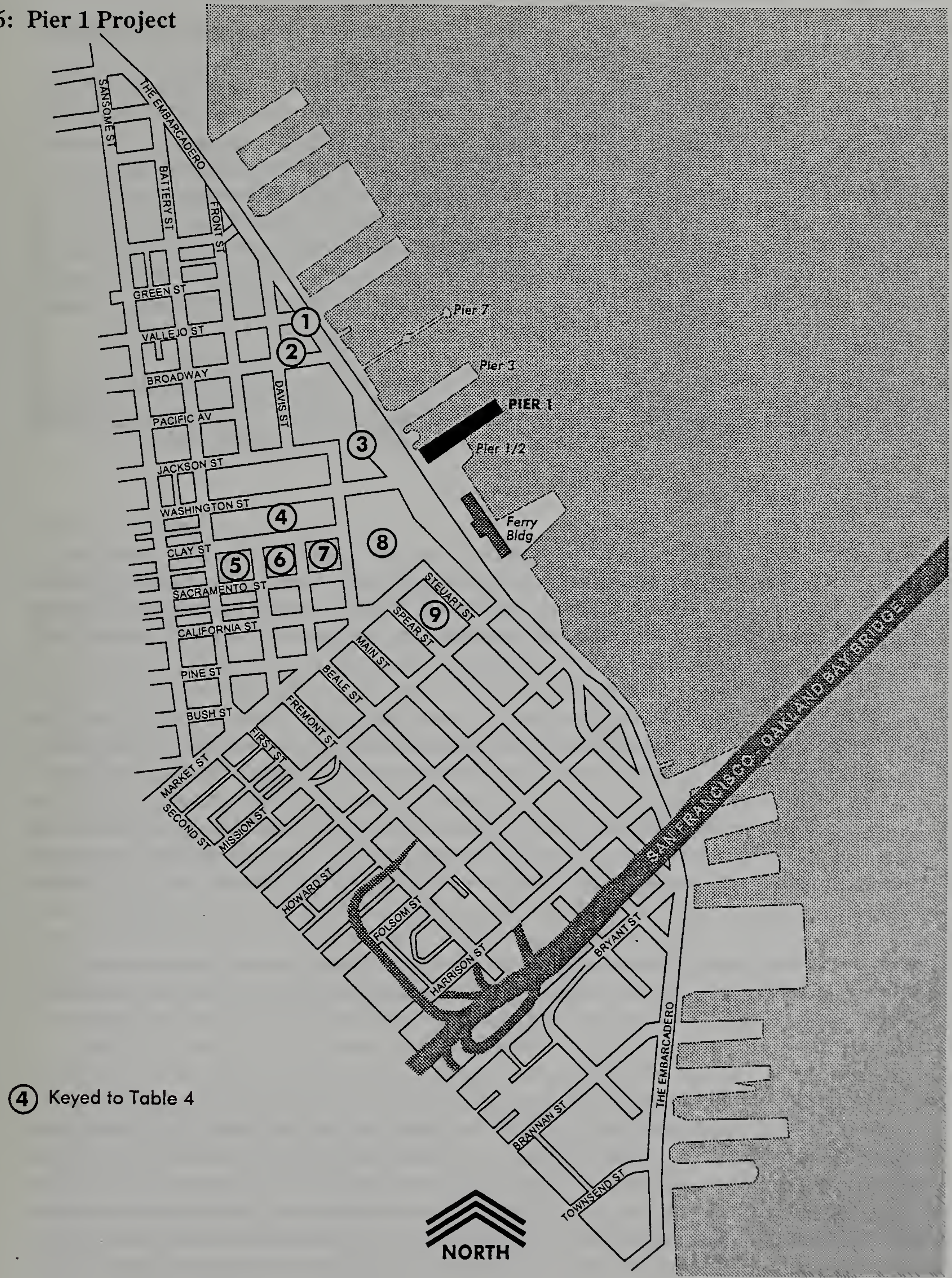

Figure 11 Existing Off-Street Parking Inventory Key Map

manages the on-street parking within its jurisdiction, rather than the Department of Parking and Traffic, which otherwise manages parking throughout the City.

Property within the Port's boundaries is also within the jurisdiction of BCDC, a permitting agency for development along the San Francisco shoreline. BCDC has adopted two plans that affect parking in areas within the Port's jurisdiction: the *San Francisco Waterfront Special Area Plan* and the *Total Design Plan for Piers 7 - 24*. Both plans call for eliminating all parking over the water (on piers) and all parking not directly related to uses permitted by the Plans, with an exception when no upland locations are available for parking. This policy applies to Pier 1, which is over water. Therefore, any new parking associated with the proposed *Pier 1 Project* would need to be developed at inland locations, outside of the BCDC area of jurisdiction, unless no such locations are available.

Outside of Port and BCDC areas of jurisdiction, existing on-street and public parking in the vicinity of Pier 1 is managed by the Department of Parking and Traffic. The provision of parking for new development is governed by Article 1.5 of the *San Francisco Planning Code*.

Existing Parking Facilities

Parking for tenants of the Ferry Building is provided in Pier 1 (about 220 spaces), in the area in front of Pier ½ (about 80 spaces) and the in area east of the Ferry Building (about 20 spaces). These spaces are reserved monthly spaces, and are not currently available to the public during evenings or weekends. Valet parking is also available for restaurant uses at Pier 2 and the Ferry Plaza East.

The publicly-accessible off-street parking supply in the study area is comprised of about 3,600 off-street parking spaces at nine public parking facilities (Figure 11). A survey of off-street public parking in the study area and vicinity was conducted in August 1998 and again in November 1998 to determine the occupancy levels at these facilities. Table 6 shows the occupancy level of public off-street parking facilities in the study area and vicinity based on these surveys. The occupancy level for public off-street parking spaces is 95 percent or greater during the weekday mid-day peak use period (1:00 to 3:00 PM) at most of these parking facilities.

Prior to the start of construction on the section of The Embarcadero between Broadway and Mission Street, there were about 344 parking spaces (primarily long-term) within the median of the northbound and southbound roadways. In addition, there were about 79 metered parking spaces on either side of the entrance to the Ferry Building. These spaces will not be replaced.

Due to construction activities on The Embarcadero, there is currently no on-street parking in the study area. Following completion of the Mid-Embarcadero section, limited on-street parking will be provided along The Embarcadero southbound. Between Broadway and Mission Street about 75 parking spaces will be provided, with tow-away restrictions in force during the 7:00 to 9:00 AM and 3:00 to 7:00 PM peak periods. At this time, the curb regulations within the six bays that will be constructed on The Embarcadero northbound between Mission Street and Broadway have not been legislated. Curb-side parking and/or loading/unloading zones may be provided.

Table 6. Off-Street Parking Supply and Occupancy

Lot #	Name/Location	Supply	Occupancy	Percent Occupied
1	The Embarcadero/Vallejo Street lot	126	114	90%
2	The Embarcadero/Broadway lot	82	82	100%
3	The Embarcadero/Washington Street lot	54	54	100%
4	Maritime Plaza/Golden Gateway garage	1,115	1,003	90%
5	Embarcadero One garage	565	537	95%
6	Embarcadero Two garage	510	485	95%
7	Embarcadero Three garage	651	618	95%
8	Embarcadero Four garage	355	337	95%
9	One Market garage	150	150	100%
	TOTAL	**3,608**	**3,380**	**94%**

Source: Wilbur Smith Associates, August/November 1998.

Parking Impacts

The proposed *Pier 1 Project* would generate a total parking demand for about 148 parking spaces, of which 123 spaces would be required for long-term demand, and 25 spaces for short-term demand. Since the *Pier 1 Project* would not provide off-street parking spaces, there would be a shortfall of about 148 parking spaces. In addition, the 220 parking spaces currently in Pier 1 would be displaced with the construction of the *Pier 1 Project*. Therefore, drivers of about 368 vehicles (148 project-generated vehicles plus 220 displaced vehicles) would need to find parking in other nearby off-street or on-street parking facilities. Finding a parking space would be increasingly difficult, as most of the parking facilities in the area are at or near capacity.

Parking shortfalls relative to parking demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits are an inconvenience to drivers, but not significant physical impacts on the environment. In support of the City's "Transit First" policy which emphasizes a shift from the personal automobile to public transit use, priority is given to transit improvements before developing transportation improvements which encourage the continued use of the automobile. Faced with substantial parking shortages, drivers generally seek and find alternative parking facilities or shift modes of travel (e.g., public transit, taxis, or bicycles).

It should be noted that a parking supply shortfall is also anticipated with the planned renovation and rehabilitation of the Ferry Building. The August 1998 transportation assessment conducted for the *Ferry Building Renovation Project* identified a total parking demand for 600 parking spaces and a net demand for 435 new parking spaces. No off-site parking is currently proposed as part of that project. The combination of the parking demand generated by the *Pier 1 Project* and the *Ferry Building Renovation Project*, and the displacement of parking due to the *Pier 1 Project* and the reconstruction of The Embarcadero would primarily result in increased utilization/occupancies at existing parking facilities that have some available capacity (e.g., the Maritime Plaza/Golden Gateway garage). As shown in Table 6, the existing off-street parking facilities in the vicinity of Pier 1 are effectively operating at capacity during the weekday midday peak period, and would not be able to accommodate a substantial number of the projected unmet parking demand in the project area. In addition, there would be additional traffic congestion in the vicinity of Pier 1 as drivers circle around to find available on-street or off-street parking adjacent to their destination. Some drivers may switch to transit, carpool or other modes of travel. Some drivers may also adjust their times of travel, to arrive in the project area when there is parking available.

Based on the *San Francisco Planning Code* (Section 151), about 240 off-street parking spaces would be required for the proposed *Pier 1 Project* (the precise number needs to be confirmed based on the actual versus gross occupied square footage). Since the proposed *Pier 1 Project* would not provide any off-street parking, it would not meet the *Planning Code* requirements.

Section 161(f) of the *Planning Code* allows for a reduction in off-street parking for projects located in the Waterfront Special Use District #1 (Section 240). Reductions are granted either administratively by Planning Department staff or through a Conditional Use Authorization by the Planning Commission, with eligibility based on the following three criteria: the estimated parking demand to be generated by the particular use contemplated; the service patterns of forms of transportation other than the automobile; and the pattern of land uses and the availability of parking in the project vicinity.

Transit

Existing Transit Facilities

The project site is well served by public transit, with both local and regional transit services provided in the project vicinity. Figure 12 shows the transit service and stop locations in the vicinity of the *Pier 1 Project*.

San Francisco Municipal Railway (MUNI). MUNI provides transit service within San Francisco. MUNI operates several types of service in the vicinity of the proposed project, including bus (both diesel and electric trolley), light rail (MUNI Metro), cable car, and electric streetcar. Near Pier 1, MUNI operates diesel and electric trolley buses on sixteen different routes. In addition, eleven bus routes begin and terminate at the MUNI layover site at Steuart and Mission Streets.

MUNI Metro light rail service operates underneath Market Street. Five routes (J-Church, K-Ingleside, L-Taraval, M-Ocean View, and N-Judah) operate in the tunnel before diverging west of the Civic Center to various parts of the City. In August 1998, the N-Judah line was extended to the Caltrain Depot via The Embarcadero. The nearest MUNI Metro station is the Embarcadero Station, on Market Street at Drumm Street.

The F-Market historic streetcar line operates along Market Street between the Transbay Terminal and Castro Street. This line is currently being extended to Fisherman's Wharf via Market Street, Steuart Street, and The Embarcadero and should be in operation by mid-2000. The C-California Cable Car line originates at California and Davis Streets and continues along California Street to Van Ness Avenue.

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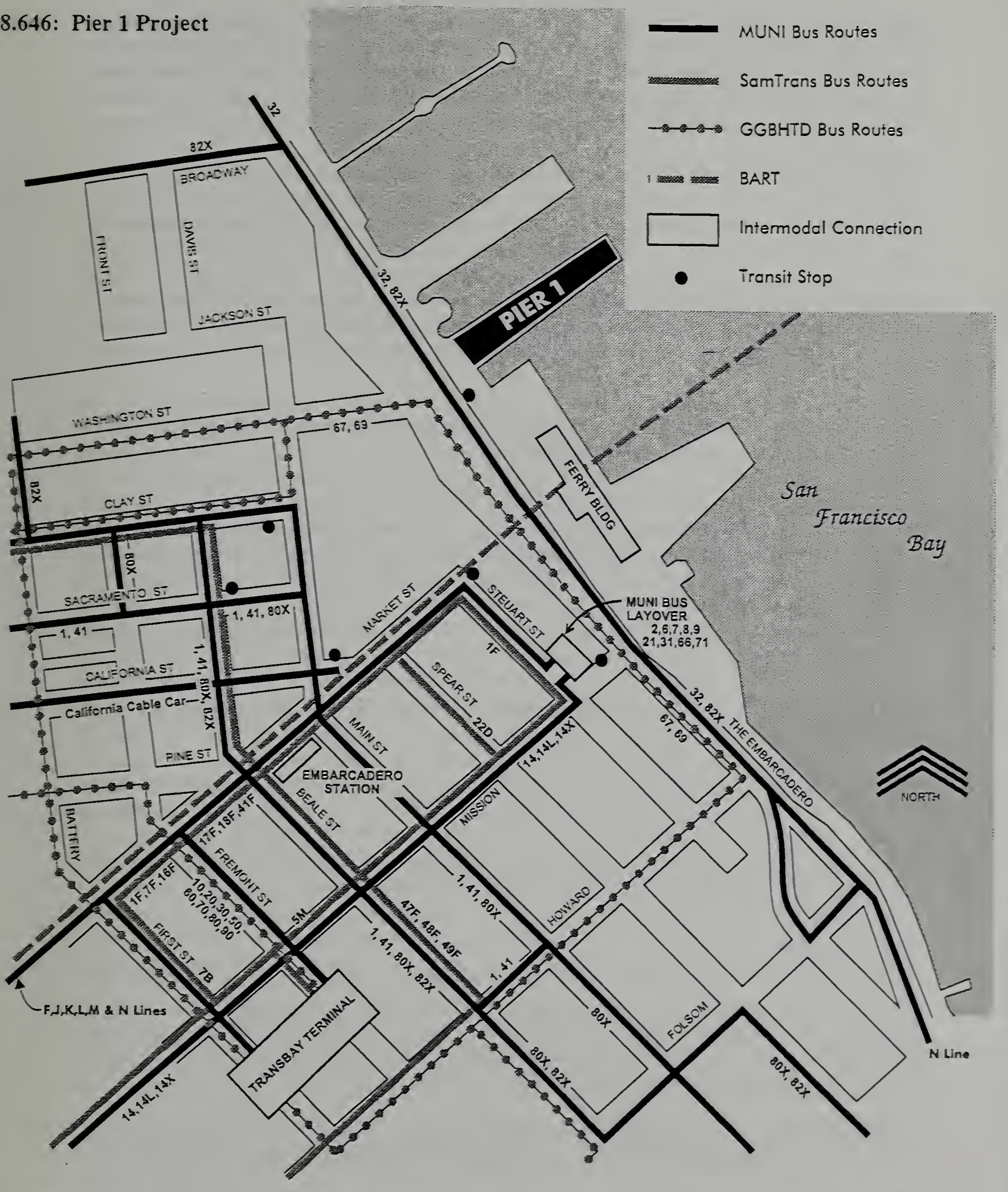

Figure 12

Existing Transit Routes in the Study Area

Golden Gate Bridge, Highway, and Transportation District (GGBHTD, Golden Gate Transit). Golden Gate Transit provides bus service between the North Bay (Marin and Sonoma Counties) and San Francisco. Golden Gate Transit operates 22 commute bus routes, nine basic bus routes and 16 ferry feeder bus routes. Most routes serve either the Van Ness Avenue corridor or the Financial District (via Battery and Sansome Streets).

San Mateo County Transit District (SamTrans). SamTrans provides bus service between San Mateo County and San Francisco. In general, SamTrans service to downtown San Francisco operates along Mission Street to the Transbay Terminal, located on Mission Street between First and Fremont Streets.

Alameda-Contra Costa Transit District (AC Transit). AC Transit provides local bus service in the East Bay, and additionally operates bus service between the East Bay and San Francisco. All transbay routes terminate at the Transbay Terminal, at Mission Street between First and Fremont Streets.

Amtrak. Amtrak currently operates two buses between Emeryville and San Francisco during the PM peak hour. The buses load and unload passengers at Pier ½.

Bay Area Rapid Transit District (BART). BART operates regional rail transit service between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont) and San Francisco, and between northern San Mateo County (Daly City and Colma) and San Francisco. The nearest BART station to Pier 1 is the Embarcadero Station.

Peninsula Commute Service (Caltrain). Caltrain provides rail passenger service on the Peninsula between Gilroy and San Francisco. The service is operated by the Peninsula Corridor Joint Powers Board, a joint powers agency (JPA) consisting of San Francisco, San Mateo, and Santa Clara Counties. The San Francisco terminal is located at Fourth and Townsend Streets, in the South of Market area.

Ferries. The Blue & Gold and the Red & White fleets operate ferry service between San Francisco and Alameda/Oakland, Vallejo, Sausalito, Tiburon, and Angel Island. Service is provided from the Ferry Building and Pier 39 at Fisherman's Wharf. The GGBHTD also provides ferry service between the North Bay and San Francisco. The San Francisco terminal is located at the Ferry Building, near Market Street and The Embarcadero.

Transit Impacts

The proposed *Pier 1 Project* would generate about 145 PM peak hour transit trips (9 inbound and 136 outbound). Based on the trip distribution described above, it is estimated that about 50 percent of these transit trips (about 68 trips in the worst-case outbound direction) would be on MUNI and the remaining 50 percent (about 68 of the transit trips) would be on either BART, AC Transit, SamTrans, Golden Gate Transit, Caltrain or the ferries.

Under Existing Plus Project conditions, the *Pier 1 Project* would increase the ridership at the screenlines[2] in the outbound direction by 68 riders (136 new trips less 68 trips destined to the

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[2] Screenlines are hypothetical lines that would be crossed by persons travelling between downtown and its vicinity and other parts of San Francisco and the region.

East Bay, North Bay, South Bay or MUNI trips not crossing a screenline). The analysis assumes that transit riders destined to the South Bay would take the N-Judah to the Caltrain terminal at Fourth/Townsend Street. Because new transit trips would be spread among many lines and vehicles, the addition of the 68 riders to the four MUNI transit screenlines would not substantially increase the number of passengers to affect the peak hour capacity utilization. Capacity utilization for all screenlines would remain similar to that present under existing conditions.

It is anticipated that by mid-2000, regularly scheduled service will be provided on the F-Market historic streetcar line, which will run from Market Street in the Castro to Fisherman's Wharf. Station platforms will be located within the median of The Embarcadero, on either side of Washington Street. It is not anticipated that the vehicle trips associated with the proposed project would conflict with rail operations, particularly since on-site parking would not be provided.

A MUNI transit screenline analysis for year 2015 cumulative conditions was prepared. This screenline analysis is based on the work conducted for the April 1998 *Transbay Terminal Redevelopment Area Plan Transportation Study* and the April 1998 *Mission Bay Redevelopment Plan Subsequent EIR*. Between existing and year 2015 conditions, ridership at the MUNI screenlines is projected to increase by about 11,000 passengers (including the 68 trips generated by the *Pier 1 Project*), while capacity is projected to increase by 1,000 passengers. As a result, projected ridership is expected to approach or exceed the capacity at all four screenlines. As the contribution of the proposed *Pier 1 Project* to the PM peak hour cumulative increase in transit ridership in the study area would be minor (less than one percent), it would not be considered a significant impact of the proposed project.

Pedestrian Facilities

Pedestrian conditions were assessed during the weekday midday peak for the two crosswalks at the intersection of The Embarcadero and Washington Street, and for the sidewalk in front of Pier 1. In general, pedestrian conditions tend to be satisfactory in the vicinity of Pier 1. The predominant movement is crossing The Embarcadero from downtown to access the ferry terminals.

Crosswalk operating conditions are measured by the average pedestrian density, defined as the average square feet of space per pedestrian (SQFT/ped). An upper limit for acceptable conditions is LOS D, which equals about 15 SQFT/ped. The Level of Service for crosswalks is calculated for the "maximum surge", which represents the conditions when the WALK phase begins and pedestrians from both sides of the street simultaneously enter the crosswalk.

Sidewalk operating conditions are measured by the average pedestrian flow rate, which is defined as the average number of pedestrians that pass a specific point on the sidewalk during a certain period (pedestrians per minute per foot or peds/min/foot). The width of the sidewalk at this point is considered the "effective width", which accounts for the reduction in amount of sidewalk available for travel due to street furniture and the side of buildings. An upper limit for acceptable conditions is LOS D, which equals about 15 peds/min/foot. The Level of Service for sidewalks is calculated for the "platoon", which represents the conditions when pedestrians are walking together in a group.

In general, the two study crosswalks operate at an acceptable LOS A/B. In addition, the sidewalk in front of Pier 1 operates at LOS B. Under LOS A and B conditions, pedestrians are able to move freely, with only minor conflicts.

Pedestrian trips were assigned to the crosswalk and sidewalk study locations. Estimates of the volumes of project-generated pedestrians were based on the travel mode split information provided by the Planning Department, and include trips by walking and other modes, as well as trips by public transit and auto, that would then walk from off-site parking, the bus, Light Rail Transit (LRT) or train station to the project site. During the PM peak hour, the proposed *Pier 1 Project* would generate about 218 outbound and 45 inbound pedestrian trips. Table 7 presents the results of the pedestrian crosswalk and walkway analysis. The addition of project-generated pedestrian traffic would not substantially impact conditions at the study locations. All crosswalks and the sidewalk in front of Pier 1 would operate at LOS B or better conditions.

Bicycle Facilities

San Francisco Bicycle Route #5 runs in both directions along The Embarcadero. The Embarcadero is a popular route for bicyclist due to its scenic attributes, the flat grade and the intermodal opportunities of not only the ferries, but the nearby Embarcadero BART station and the Caltrans Bay Bridge Bike Shuttle service to the Transbay Terminal.

The Embarcadero Roadway south of Folsom Street and north of Broadway has on-street bicycle lanes. Although in most locations the bicycle lanes technically meet the minimum standards set forth in the Caltrans 5th Edition 1995*Highway Design Manual*, the presence of manholes, drainage grates and opening of car doors reduces the effective width of the existing bicycle lanes. During field observations, a number of bicyclists and skateboarders were observed riding on the promenade north and south of Pier 1.

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Table 7. Pedestrian Level of Service: Existing Plus Project Weekday PM Peak Hour Conditions

Analysis Location	Width	M.O.E [1]	Level of Service
The Embarcadero/Washington			
West Crosswalk	12 feet	317 sqft/ped	A
South Crosswalk	10 feet	38 sqft/ped	B
The Embarcadero			
East Sidewalk	15 feet [2]	6 peds/min/foot	B

Source: Wilbur Smith Associates, October 1998.

Notes:

1: Measure of Effectiveness – Presented as *Square Feet per Pedestrian* for the Maximum Surge conditions for crosswalk locations, *Pedestrians per Minute per Foot* for the Platoon conditions for sidewalk location.

2: Although Herb Caen Way is 15 feet wide, the effective width is only 11 feet.

Although no specific bicycle-related improvements are proposed as part of the *Pier 1 Project*, the *Ferry Building Renovation Project, Downtown Ferry Terminal Project, Mid-Embarcadero Roadway/Terminal Separator Structure Replacement Project* and *San Francisco Bicycle Plan* would affect bicycling conditions in the project vicinity. By providing more spacious crosswalks and designating specific lanes for bicycles, these projects would improve bicycle access to and around Pier 1. With the increased accessibility afforded by these projects, this section of the San Francisco waterfront may become a more popular destination for cyclists, resulting in the need for additional bicycle facilities.

The *Pier 1 Project* would result in an increase in the number of vehicles in the vicinity of Pier 1 but would reduce the number of turning movements occurring across bicycle and pedestrian areas (because of the removal of parking). This increase in number of vehicles would not substantially impact bicycle travel in the project area. It should be noted that the section of The Embarcadero under construction (between Folsom Street and Broadway) will contain a class two bicycle lane which will connect to the striped travel lane that currently exists south of Folsom Street and north of Broadway.

Freight Loading

Freight loading impacts were assessed by comparing the off-street freight loading space proposed under the *Pier 1 Project* to the *Planning Code* requirements and the estimated loading demand during an average loading hour. Based on the July 1991 *Guidelines for Environmental Review: Transportation Impacts,* developed by the Planning Department, project loading impacts are determined by comparing the proposed loading space supply to the estimated loading space demand during an average loading hour, not the peak loading hour.

Based on Section 152 of the *Planning Code*, one off-street freight loading space would be required for the 141,170 gsf of office use space proposed under the *Pier 1 Project* (no off-street loading spaces would be required for the 1,570 gsf of deli/retail space). However, per Section 161 (b), no off-street loading spaces would be required because access to the lot cannot be provided other than by a driveway across a sidewalk 25 feet or more in width (in this case Herb Caen Way), and such access would cause serious disruption to pedestrian traffic.

The proposed *Pier 1 Project* would generate an unmet loading demand for 1.6 off-street loading spaces during an average loading hour and 2.0 off-street loading spaces during the peak loading hour. Drivers of delivery vehicles would have to seek parking on the street, either within the driveway/parking bays in front of Pier 1/2 and Pier 1 1/2, or the off-street parking reserved for Port tenants at Pier 1/2. Garbage pick-up would have to occur from the Pier 1 ½ bay. To reduce the unmet loading demand generated by the proposed project, the project sponsor would pursue the designation of a curbside loading/unloading zone on either side of Pier 1.

Project Construction

Construction of the proposed project is expected to take about 24 months. Demolition and excavation activities would occur during Phase 1, which would take about 2.5 months; foundation activities would occur during Phase 2, which would take about 3 months; construction of the structure and exterior activities would occur during Phase 3, which would take about 9 months; construction of core elements (the new second floor, stairs, water closets, elevators, and utility rooms) would occur during Phase 4, which would take about 10 months (overlapping with Phase 3 for 6 months); and tenant improvements would occur during Phase 5, which would take about 13.5 months (overlapping with Phase 4 for 8 months).

During the construction period, there would be a flow of trucks to and from the construction site. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks. The reduction in street capacity would slow movement of traffic, including MUNI and Golden Gate Transit buses operating along Herb Caen Way. It should be noted that the extraction of existing piles and driving of new piles would be conducted by barge.

Construction workers would generate a temporary parking demand. Construction workers would either park on the construction site, primarily during Phases 1 and 2; or at off-site parking facilities such as the One Maritime Plaza/Golden Gateway garage during Phases 2 and 3.

Construction staging would occur primarily on the construction site, and other construction staging areas may be identified. It is anticipated that a portion of the sidewalk in front of Pier 1 would be blocked off; however, pedestrian access along Herb Caen Way would be maintained. It is not anticipated that traffic lanes would need to be closed during the construction period. However, traffic lane closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, traffic lane and sidewalk closures are subject to review and approval by the Department of Public Works. A temporary relocation of the MUNI bus stop in front of Pier 1 would likely be required during a portion of the construction period. Any relocation of a MUNI bus stop would be coordinated with MUNI's Chief Inspector.

It is expected that construction truck traffic from the Peninsula would access the construction site via I-280 to the King Street off-ramp to The Embarcadero. Trucks leaving the site and destined to the Peninsula would use The Embarcadero to the I-280 King Street on-ramp. Truck traffic from the East Bay would access the site via westbound I-80 to the Fremont Street off-ramp to Harrison and to The Embarcadero. Truck traffic leaving the site and destined to the East Bay would use The Embarcadero, Harrison Street, and the First Street on-ramp to eastbound I-80.

Construction activities associated with the proposed *Pier 1 Project* would likely occur at the same time as construction of other ongoing and proposed projects in the vicinity. The construction activities associated with these projects would affect access, traffic, bus operations and pedestrian movements in the project area. Projects include:

- The Embarcadero Roadway and F-Market historic streetcar construction activities, which will continue into mid 2000
- The retrofit of the superstructure of the west span of the Bay Bridge, which will start in late 1999 and last about two years
- The retrofit of the western approach of the Bay Bridge, which will begin in 1999 and continue into 2004
- The renovation and rehabilitation of the Ferry Building
- The development of the MUNI bus layover site
- Private development projects, including the on-going construction of the future Gap headquarters building at The Embarcadero between Folsom and Howard Streets

The construction cycles of each of these projects would differ depending on the location and scale of the project. The project sponsors of the projects listed above would work with various City Departments (Department of Parking and Traffic, MUNI, Fire Department, etc.) to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control, and pedestrian movements on specific streets in the project area. To reduce the impacts of construction activities for the proposed *Pier 1 Project* on access, traffic, bus operations, and pedestrian movements in the project area, the project sponsor would implement the improvement measures described below.

> Any construction traffic occurring between 7:00 AM and 9:00 AM or between 3:30 PM and 6:00 PM would coincide with peak hour traffic and could impede traffic flow. The project sponsor would require the construction contractor(s) to limit truck movements to the hours of 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Department of Parking and Traffic) to minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.
>
> The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, Fire Department, MUNI, and Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the proposed project. The project sponsor would require the construction contractor(s) to arrange for the temporary parking demand by construction workers to be met within an off-site parking facility. The construction contractor(s) would determine the location of an off-site parking facility (e.g., the Golden Gateway) for construction workers during the construction period. If necessary, the construction contractor(s) would arrange for the shuttling off construction workers to and from the project site.

Noise

Could the project:		**YES**	**NO**	**DISCUSSED**
(a)	Increase substantially the ambient noise levels for adjoining areas?	_	X	X
(b)	Violate Title 24 Noise Insulation Standards, if applicable?	_	X	_
(c)	Be substantially impacted by existing noise levels?	_	X	X

Information on the existing setting and project impacts and mitigation measures relative to Noise is from the *Environmental Noise Study for the Pier 1 Renovation Project* (Charles Salter Associates, October 1998). A copy of this report is available in Case File 98.646E at the Planning Department at 1660 Mission Street in San Francisco.

Noise Environment and Regulations

The major noise source affecting the project site is ferryboat activity at adjacent Pier 1/2. Other noise sources include distant traffic and occasional aircraft flyovers. To quantify the existing noise environment, two continuous 24-hour noise measurements and several short-term noise measurements were performed on the project site. The DNL (Day-Night average sound level; the average sound calculated over a 24-hour period) was 68 to 70 dBA on the south side of the project site facing Pier 1/2. The loudest noise was from ferryboat horns that had maximum noise levels (L_{max}) of 89 to 99 dBA. The DNL on the north side of the pier was 65 dBA. Table 8 summarizes the results of the noise measurements.

Several local ordinances and policies apply to the noise environment, both in the siting of land uses and the generation of construction noise.

The City has adopted objectives and policies for transportation noise in the *General Plan Environmental Protection Element*. Objective 2 is to minimize the impact of noise on affected areas. Objective 3 is to promote land uses that are compatible with various transportation noise sources. According to the Land Use Compatibility Chart for Community Noise, offices and commercial uses are considered satisfactory land uses (with no special noise insulation requirements), in areas with a DNL of up to 70 dBA. In areas above 70 dBA, noise reduction measures would need to be evaluated.

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Table 8. Noise Measurement Data: Pier 1, San Francisco, CA, July - August 1998

		A-Weighted Sound Levels (dBA)		
Site	**Location**	**Date/Time**	**DNL***	**Measurement Notes**
1	South side of the building 240 feet from east end of pier @ 12 feet	24 hours 30 to 31 July 98	70	L_{max} from ferries docking and loading 69-75 dBA
		31 July to 1Aug 98	68	L_{max} from ferry horns 89-99 dBA
2	North side of the building 24 feet from east end of pier @ 12 feet	24 hours 30 to 31 July 98	65	
		31 July to 1 Aug 98	65	

* DNL – Day-Night average sound level; the average sound calculated over a 24-hour period.

Construction noise must not exceed the limits set forth in the *San Francisco Noise Ordinance*. The *Noise Ordinance* is an Appendix A, Section 2907 of the *San Francisco Municipal Code*; a summary of its construction noise policies follow:

- Construction noise cannot exceed an A-weighted[3] noise level of 80 dB when measured at 100 feet from equipment during daytime hours (7:00 a.m. to 8:00 p.m.). These limits do not apply to impact tools, provided that such tools are equipped with intake and exhaust mufflers that are recommended by the manufacturer and are approved by the Director of the Department of Public Works.

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[3] A-weighting—A standard frequency weighting which is commonly employed to measure the loudness or "noisiness" of sounds. A-weighting filters the microphone signal in a manner which correlates better with the sensation of the human ear. A-weighting is required by regulations promulgated by the U.S. EPA, the California Department of Aeronautics, Caltrans, and others. A 10-dB increase in sound level is perceived by people to be a doubling of loudness. All noise data in this report is A-weighted.

- Construction can occur during the nighttime hours (8:00 p.m. to 7:00 a.m.). However, if the construction noise exceeds the ambient noise by five dB, a permit must be granted by the Director of the Department of Public Works.

Project Operation

Ferryboat activity at Pier ½ and distant traffic generates most of the existing noise at the project site. However, in the future the ferry terminal at Pier 1/2 for the North Bay Ferries that serve Vallejo and Tiburon will be relocated 150 feet south of the current location, and the ferry terminal for the East Bay Ferries would be relocated to a new terminal south of the current ferry plaza. In addition, there is the possibility that Hornblower Yachts, Inc. would use the south side of Pier 1 for temporary docking of one to two boats per day.

The additional distance between the project site and the new ferry docks would diminish the future noise from ferryboats at the site by seven or more dBA. As the sound from activities at the existing ferry terminal diminishes, other sounds such as distant traffic and boats on the Bay would be more prevalent. In the future, including potential traffic noise influences, the DNL could reach 67 dBA at the west end of Pier 1 and 65 dBA towards the east end of the pier. In both cases the noise level would be within the City's "satisfactory" goal for the proposed office and retail uses. Since the noise level would not exceed a DNL of 70 dBA, the impact of existing noise levels at the project site on the office and retail uses proposed under the *Pier 1 Project* would not be considered a significant impact of the proposed project.

Roadways that were analyzed include The Embarcadero, Mission Street, Broadway, and Washington Street. As described above in the Transportation/Circulation section, traffic volumes on local roadways would increase slightly as a result of the proposed project. These slight increases in traffic volumes would cause an increase in noise on local roads of less than one dBA in all cases. Under the cumulative scenario, Mission Street and Broadway would experience increases of less than one dBA, while The Embarcadero and Washington Street would experience an increase of one dBA. In environmental acoustics, an increase of one dBA or less in the DNL would not be perceptible. Therefore, increased traffic noise from the proposed project and cumulative growth would not be considered a significant impact.

Project Construction

Construction of the proposed *Pier 1 Project* would occur in four phases, as described above under Project Construction in the Transportation/Circulation section. Phases 1 and 2, which would involve limited demolition of the pier apron and extraction of existing piles and driving of new piles, respectively, would be the noisiest construction phases.

Pile driving, which would occur intermittently over a period of about three months, would be the noisiest construction activity for the proposed project and would produce vibrations. In general, the noise from pile driving above ground, especially when the pile driver strikes a pile, could be about 90 dBA at about 100 feet from the construction area. As the pile driving for the proposed project would be conducted underwater and into bay mud, it would be less noisy than if it were conducted above ground and into a harder substrate. The noise levels at receptors near the project site would depend on their distance from the noise sources and on the presence of absence of noise barriers. The noise from the pile driver would be most noticeable along the frontage of the construction area and would decrease with distance. Vibrations from the impact of piles with the bay mud would be felt in adjacent structures, which include Pier 3, Pier 1/2, and the Ferry Building.

The noise and vibration from pile driving may annoy or disturb occupants of properties near the project site. To minimize disturbance to the occupants of nearby properties from the noise and vibration during pile driving on the project site, the project sponsor would implement Noise Mitigation Measures 1-2 listed in the Mitigation Measures section of this Negative Declaration. The mitigation measures involve scheduling the pile driving during times of day that would minimize disturbance to the occupants of nearby properties and reducing the amount of noise generated by the pile driver. Implementation of these mitigation measures would ensure that the potential noise and vibration effects during pile driving would be less than significant.

The increase in noise in the project area during other construction activities for the proposed *Pier 1 Project* would not be considered a significant impact of the project because the construction noise would be temporary and restricted in occurrence and noise level, and the City would require that the construction contractor comply with the *Noise Ordinance* during construction of the project.

Air Quality/Climate

Could the project:		**YES**	**NO**	**DISCUSSED**
(a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_	X	X
(b)	Expose sensitive receptors to substantial pollutant concentrations?	_	X	X
(c)	Permeate its vicinity with objectionable odors?	_	X	_
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_	X	X

Project Construction

According to the Bay Area Air Quality Management District (BAAQMD), fine particulate matter (PM_{10}) is the pollutant of greatest concern with respect to construction activities. PM_{10} emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Emissions from construction activities can cause a substantial increase in localized concentrations of PM_{10}. Particulate emissions from construction activities can lead to adverse health effects, as well as reduced visibility and soiling of exposed surfaces.

Construction phase air emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), and CO would result primarily from two exhaust sources: construction worker vehicle trips and operation of construction equipment. Construction activities could entail the use of jackhammers, cranes, concrete mixers, small front end loaders, and debris and materials trucks. Fugitive dust is expected to be emitted from interior and exterior renovation of the building. Interior demolition activities to create office space would take place on the ground and second floors of all bays. See the Hazards section for a discussion of asbestos emissions during project construction.

The BAAQMD has identified a set of feasible PM_{10} control measures for construction activities that would reduce construction emissions below a level of significance. According to the District, implementation of these measures would reduce PM_{10} emissions below action levels for construction sites of less than four acres. The Pier 1 site totals about 3.5 acres. To reduce the quantity of dust generated during project construction, the project sponsor would implement Air Quality Mitigation Measure 1 listed in the Mitigation Measures section of this Negative Declaration. Regarding carbon monoxide and ozone precursor emissions, the District has accounted for such emissions in the emissions inventory that is the basis for regional air quality plans, and such emissions are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area.

Project Operation

The principal air quality impact of operating the proposed *Pier 1 Project* would be increased exhaust emissions from employee and visitor vehicle trips. Also, an increase in the use of other land based public transportation modes is expected to occur after long-term operation of the project. The BAAQMD maintains thresholds of significance for operational air quality effects. Based on air quality model results, these thresholds describe the square footage or number of dwelling units for classes of activities (office, retail, residential), below which significant air pollutant emissions from operation of the activity would not be expected. For general office uses, the appropriate threshold is 305,000 sf. Because the proposed *Pier 1 Project* involves development of about 141,190 sf of office space, operation of the project would not be expected to result in significant air pollutant emissions.

Because operation of the project would not cause significant air pollutant emissions, and the project is consistent with local and regional land use plans, no significant cumulative impact to regional air quality or the region's ability to attain air quality goals is expected as a result of operating the proposed project. No alteration of local air movement is expected as a result of the proposed project, since the project does not involve an increase in the number of building levels or in the building footprint.

Public Services and Utilities

	Could the project:	YES	NO	DISCUSSED
(a)	Breach published national, state or local standards relating to solid waste or litter control?		X	
(b)	Extend a sewer trunk line with capacity to serve new development?		X	
(c)	Substantially increase demand for schools, recreation or other public facilities?		X	
(d)	Require major expansion of power, water, or communications facilities?		X	X

A survey of the conditions at Pier 1 was prepared to evaluate the status of the pier, bulkhead, shed, and apron structures, substructures, and utility systems (C. David Robinson Architects, *Pier 1 Conditions Survey*; December 19, 1997). The survey identified maintenance and repairs necessary to permit the redevelopment of Pier 1, including upgrades to existing utility systems on the pier. A copy of this report is available for review in Case File 98.646E at the Planning Department at 1660 Mission Street in San Francisco. The proposed *Pier 1 Project* includes the implementation of all repairs and improvements cited in the survey.

The storm drainage system on the eastern side of The Embarcadero, where Pier 1 is located, is under the control of the Port of San Francisco. The storm drainage system on the west side of The Embarcadero is under the control of the San Francisco Public Utilities Commission. The storm drainage system works satisfactorily unless subsidence (the appearance of a depression caused by a weakening of the soil) causes the storm drain pipes to break and become blocked. All sanitary sewage and stormwater from the west side of the Embarcadero is directed to the City's combined sewerage system and the Southeast Water Pollution Control Plant. The capacity of stormwater collection is exceeded only during the most severe storm events when stormwater ponds to a depth sufficient to overtop the east-side curb and flow directly into the Bay. However, the amount of stormwater runoff released directly into the Bay during these events is not substantial. Stormwater drainage from the pier shed and aprons currently drains directly to San Francisco Bay. No change in stormwater drainage facilities is proposed as part of the *Pier 1 Project.*

Utilities and public services are already provided for the existing restaurant, office, and parking uses on the project site. Constructing and operating additional office space would increase the demand for and use of utilities and public services on the site, but not in excess of the amounts expected and provided for in the project area. Impacts of the proposed project on the demand for utilities and public services would not be significant because utilities and services are already provided for the existing uses on Pier 1, the project involves mainly a change in the mix of these existing uses, and the project includes improving existing utility systems.

Geology/Topography

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).		X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?		X	

The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3). The project site is also located in an area of liquefaction potential (Map 4), a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Engineering Department of the Port of San Francisco will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazard(s). To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when the Engineering Department reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the Engineering Department's requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*.

Water

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Substantially degrade water quality, or contaminate a public water supply?		X	X
(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		X	X
(c) Cause substantial flooding, erosion or siltation?		X	X

The area around Pier 1, once known as Yerba Buena Cove, was filled between 1848 and 1924. The fill material on the east edge is retained by a pile-supported concrete seawall. The seawall provides the foundation for the west side of Pier 1. The majority of the pier is supported on piles driven into San Francisco Bay. The topography in the area around Pier 1 is relatively level. Construction of the proposed project would involve the driving of piles to the south and east of the existing pier; replacement and repair of piles underneath the existing pier; and overcovering of open waters of the Bay in three locations: near the Pier 1 Deli south of the pier, on the east end of the Pier where the apron would be widened, and on a portion of the north apron. The total amount of new Bay fill in these areas has been calculated as about ____ sf.

Water Quality

For potential effects on water quality and biological resources from construction and operation of the proposed project, see the Biology section below.

Groundwater

The groundwater aquifer around the project site is subject to tidal influence. The aquifer is located behind both the new and old seawalls and is constantly being flushed by the cycling of the tides. Any change to this cycle of recharge from the Bay would be considered a potentially significant impact. A preliminary evaluation of the existing Pier 1 bulkhead foundations indicates that they do not need modification. Therefore, since no alteration of the existing foundation is required, the tidal influence operating on the local groundwater aquifer would not be affected, and the proposed *Pier 1 Project* would not affect groundwater resources or groundwater recharge.

Erosion and Siltation

Construction of the proposed *Pier 1 Project* involves construction within the water in an otherwise highly urbanized environment, and not in an area of open land. It is unlikely that erosion would take place due to the construction of piles, because piles (unlike breakwaters, groins and jetties constructed in regions of long shore current flow) typically do not cause the deposition of sediments on the upstream side of the piles and the scouring of sediments on the downstream side. Additionally, such effects are typically observed in open beach situations, where there is a limited supply of sediment available for transport and where the long shore current typically flows in a single direction. Neither of these conditions pertain to the shoreline of San Francisco Bay. First, the supply of sediments in the waters of San Francisco Bay is not limited, unlike the situation for open beaches where such effects are typically observed. Second, currents at the Pier 1 site are not unidirectional; they change direction and velocity due to tidal oscillations. Therefore, it is unlikely that construction of the new piles would cause any substantial alteration in patterns of sediment erosion or deposition at the project site.

There would be temporary effects associated with increases in turbidity (i.e., clearness disturbed, lack of clarity—especially by the stirring up of sediments) expected from the in-water construction, generally lasting for several hours or until the next tide change. There would be increased concentrations of metals and organic compounds relative to less disturbed areas with sediments of a similar nature. The resuspension of such sediments would likely result in at least some measurable fraction of the contaminants to become bioavailable (i.e., present in a dissolved or particulate form that would make it possible for the contaminants to be assimilated into the food web). However, the dynamics of sediments in the Bay ecosystem are very complex and poorly understood. Localized increases in suspended sediment concentrations around the Bay would appear to be the norm rather than the exception. Recent studies with recording devices monitoring suspended solids showed that background suspended sediment concentrations in the Bay vary widely, from about 10 mg per liter to more than 80 mg per liter, over a matter of minutes at a site located between San Francisco and Alcatraz. Such natural changes are indicative of the rapid and frequent changes in suspended solid concentrations on a regular basis. These effects on water quality would be transitory.

The use of passive silt curtains at the construction site to reduce the dispersion of water laden with resuspended sediments into the general circulation of water could be considered as an improvement measure. However, due to strong currents in the project area, past experience with silt curtains in the Bay has not been successful. In addition, no bay mud would be dredged, and resuspended sediments are expected to redeposit in areas quite close to the project area, which are similar in use and would have chemical constituents similar to the project site. Pile driving would generally compress subsurface levels, while disturbing surface sediments and causing some resuspension into the water. Activity that would disrupt bottom sediments, such as pile driving for the expanded south and east aprons, would occur outside the herring spawning season. Once in-water construction has been completed, water quality would return to normal values. See the Biology section below for a more detailed discussion of the potential impacts of project construction on water quality.

Biology

Could the project:		**YES**	**NO**	**DISCUSSED**
(a)	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_	X	X
(b)	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	X	X
		YES	**NO**	**DISCUSSED**
(c)	Require removal of substantial numbers of mature, scenic trees?	_	X	_

Information on the existing setting and project impacts and mitigation measures relative to Biological Resources and Water Quality is from *Pier 1 Redevelopment Project – Biological Science* (ENTRIX, Inc.; November 4, 1998). A copy of this report is available for review in Case File 98.646E at the Planning Department at 1660 Mission Street in San Francisco.

The fish and wildlife habitats in the study area consist of the marine environment directly below and adjacent to Pier 1 and the marine environments in the immediate vicinity of Pier 1. Specifically addressed in the biological analysis are the biological resources in the benthic (bottom) habitat of the Bay beneath the pier, on the pier pilings, within the pelagic (open water) habitat in and around the pier area, and other wildlife species (such as birds) which use the pier.

Habitats and Biological Resources in Project Area

Open Water

Fish species occurring in the study area are typical of San Francisco Bay and can be categorized as either resident or seasonally-occurring species. Families of resident fish species include surfperch (e.g. shiner, white, and dwarf surfperch), sharks and rays (e.g. leopard, smoothhound and bat ray), flatfishes (English sole, starry flounder, and speckled sandab) and fish species such as the white croaker and the plainfin midshipmen. The sharks, rays, and flatfish primarily inhabit the benthic region of the marine environment. Possible seasonal fish species include Pacific herring, striped bass, California halibut, Northern anchovy, white sturgeon, and an occasional chinook salmon, although unlikely (see Sensitive Species description below). No fish were observed during the Fall 1998 survey of the study area.

The Pacific herring is an important commercial fish species. It may use existing structures (piles) in the project area to attach eggs (December - March). Herring reportedly spawn at the San Francisco waterfront in some years, especially when eelgrass and Gracilaria (a red algae) abundance is low in the Richardson Bay - Tiburon vicinity.

The open water in the study area is frequented by birds such as western grebes, ducks, and California brown pelicans. Pigeons and gulls use Pier 1 for roosting and shelter. Marine mammals likely occurring in the study area include harbor seals and California sea lions.

Piles

The various piles and piers in the study area contribute to a wide variety of shelter, habitat, and food for several marine organisms. The existing pier and supporting piles, floats, and seawall support a rich littoral[3] and sublittoral habitat for small invertebrates that occur in the intertidal zone. While performing the September 1998 biological survey of Pier 1 piles, biologists found mussels (Mytilus species) and barnacles (Ostrea lurida and Balanus glandula) to be the most dominant marine invertebrates attached to the piles. In addition to mussels and barnacles, sponges (Halichondria species), crabs (Cancer atennarius), and hydroids (Obelia species) were also observed. The primary difference between the invertebrates on the covered versus the uncovered piles was the greater abundance of mussels and sponges on the covered piles located under the pier.

The absence of red algae under the pier was the most notable difference between the two pile areas. Red algae species such as Chondracanthus, Gracilaria, Endocladia and Coryptopleura were most dominant algae on the piles and rubble in sun-lit areas. Sea lettuce (Ulva species) was also abundant in these areas, and was the only alga that was common on piles under covered parts of the pier.

Benthic Habitat

The bottom sediments in the study area are composed of sandy silt and rubble. The numerous piles and piers in the study area contribute to slower currents, which collect fine sediments. Benthic organisms that inhabit the study area include a variety of polychaete worms, amphipods, isopods, clams and oysters. The study area provides habitat for several other types of marine organisms that are typical of San Francisco Bay. These include several species of shrimp and crabs that use the benthic, pile and open water habitats. The bay and opossum shrimps and crabs such as the juvenile dungeness and red rock crab are generally the most common in the study area and serve as food for several fish species.

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[3] growing near the shore

Special Status Species

Sensitive animal species are defined herein as those species that are listed as threatened or endangered or candidates for such listing according to the federal or state *Endangered Species Acts*; species of special concern to the California Department of Fish and Game; species considered "fully protected" under *California Fish and Game Code* §3511, 5050, and 5515; or species considered rare, threatened, or endangered under §15380(d) of CEQA Guidelines. Table 9 lists the special status species that have the potential to occur in the study area. None of the species presented in Table 9 are known to nest or breed in the project area.

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Table 9. Special Status Species That Have the Potential to Occur in the Pier 1 Study Area

Common Name *Scientific Name*	*Status*	*Likely Habitat Use*
Winter-run chinook salmon *Oncorhynchus tshawytscha*	FE / CE	FS
Central California steelhead *Oncorhynchus mykiss*	FT / CSMS	FS
Double-crested cormorant *Phalacrocorax auritus*	SSC	FS / FI / R
California least tern *Sterna antillarum browni*	FE / CE	FS / R
California brown pelican *Pelecanus occidentalis californicus*	FE / CE	FS / R
American peregrine falcon *Falco peregrinus anatum*	FE / CE	FT / FO / R
California sea lion *Zalophus californicus californianus*	MMPA	FS
Harbor seal *Phoca vitulina*	MMPA	FS

KEY

Status:
CE = Listed as Endangered under the California Endangered Species Act
CSMS = California Special Management Species
FE = Listed as Endangered under the Federal Endangered Species Act
FT = Listed as Threatened under the Federal Endangered Species Act
MMPA = Protected under the Marine Mammal Protection Act
SSC = California State Species of Special Concern

Likely Habitat Use:
FI = Forages in intertidal aquatic habitats
FO = Forages opportunistically in various habitats
FS = Forages in subtidal aquatic habitats
FT = Forages in terrestrial habitats
M = Migration route
NL = Not likely to occur
R = Roosts or perches within project area

Project Construction

The majority of the proposed construction work for the *Pier 1 Project* would be confined to the existing footprint of Pier 1, a site that is disturbed and contains structures and other development. However, some construction is proposed adjacent to the pier in Bay water. Construction of the proposed project would involve the driving of piles to the south and east of the existing pier; replacement and repair of piles underneath the existing pier; and overcovering of open waters of the Bay in three locations: near the Pier 1 Deli south of the pier, on the east end of the Pier where the apron would be widened, and on a portion of the north apron. The total amount of new Bay fill in these areas has been calculated as about 7,510 sf.

Removal of Piles

The proposed project would involve removing and replacing some piles. Removing the piles would disrupt the existing community of organisms found in this subtidal habitat. The short-term removal of this community would largely be offset after the piles are replaced along the pier, creating a new pile habitat. Filter feeding sessile organisms, such as native bay mussels, sponges, and tunicates would quickly recolonize the new piles. Removal of piles and their associated organisms would not be considered a significant impact of the proposed project.

Fish eggs attached to the piles could be adversely affected by pile removal. Of particular concern would be herring eggs. Herring is a commercially important fish species known to spawn along the San Francisco waterfront. Direct impacts to both spawning herring and herring eggs could occur if the proposed project is constructed during the spawning and hatching season, which runs from December through March. Construction during the months of April through November would not impact herring or herring eggs.

The use of pile drivers and other related construction equipment during removal and insertion of piles could disturb fish and birds due to elevated noise levels (both in and out of the water) and physical activities under water and on the pier. If construction occurs on a 24-hour basis, there may be additional disturbances from night lights in the work area. These physical disturbances could result in avoidance of the immediate vicinity by fish and wildlife during the construction period. Once construction is complete, fish and wildlife would return to the project area. The temporary disturbance to fish and birds during project construction would not be considered a significant impact of the proposed project.

Shading of Piles and Benthic Habitat/ Placement of Fill

The uncovered piles on the south side of Pier 1 would be partially replaced with new piles and a new concrete deck, which would shade the piles and benthic habitat below it. As a result, these habitats would support a less diverse algal community and consequently a less diverse benthic community. Although the new benthic community would be productive, its composition would be different from the existing community and more comparable to the community that currently exists under the pier. Although the existing concrete piles support a diverse community of organisms, these organisms are established on artificial structures that are not unique to the project area, and are typical of fouling[4] communities found throughout the San Francisco Bay environs on other artificial and natural hard substrates. In addition, the new shaded habitat would be relatively small (50 x 134 feet). Therefore, shading of piles and benthic habitat by the new deck would not be considered a significant impact of the proposed project.

The proposed project would not involve dredging of bay mud. However, the project would involve both demolition and construction of structures in San Francisco Bay. In total, there would be an additional 40,475 square feet of net new pile and deck structures constructed over the Bay. This increase in area of structures over the Bay would not be considered a significant impact for the following reasons: the San Francisco waterfront is already highly urbanized, and the additional area proposed would represent a small percentage of the existing bay pierage; old creosoted wood piles would be removed and replaced with new concrete piles that would reduce the impact to water quality produced by creosote; other construction and rehabilitation materials proposed as part of the project would be nontoxic and would not leach chemicals into Bay waters; and essentially all of the new construction provides public access, a priority use identified by the Bay Conservation and Development Commission (BCDC) for the bay shoreline.

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[4] A fouling community typically consists of encrusting organisms including bryozoans, tunicates, sponges, barnacles, mussels, and various algal species.

Disruption of Sediments and Increase in Turbidity

During removal and insertion of piles, the soft sediments in the area would become suspended and turbidity plumes would form in the vicinity. An increase in turbidity could result in decreased visibility for foraging activities by birds and fish. In addition, turbidity could impair oxygen exchange due to clogged or lacerated gills for fish and filter feeding organisms in the immediate vicinity of turbidity plumes. It is anticipated that birds and fish would avoid the immediate area of turbidity plumes. It is expected that the turbidity plumes would quickly dissipate after the completion of construction activities. As a result of a fairly high rate of tidal flushing within the Bay, turbidity plumes associated with construction would be expected to dissipate within one week after completion of project construction. Because project construction activities would occur on, under and near the pier, resultant impacts to fish and invertebrates would be extremely localized and short-term. Moreover, the existing benthic community is already subject to frequent disturbance during ferry movements and nearby periodic maintenance dredging. Because of these ongoing disturbances, the productivity and species richness of the benthic community are not likely to be high. The temporary disturbance to fish, invertebrates, and birds as a result of disruption of bottom sediments and increase in turbidity during project construction would not be considered a significant impact of the proposed project.

Spills and Discharges

Accidental discharge of construction debris or spills of petroleum products or other hazardous materials into San Francisco Bay could occur during project construction. The direct impacts of discharge into the Bay could include localized deterioration of Bay water and temporary or permanent disturbance of marine animals, particularly fish and benthic organisms. The indirect impacts could include alteration of habitat, population displacement or migration, or changes in productivity or mortality of marine animals. These direct and indirect impacts would be confined to a specific site of Bay discharge within the boundary of Pier 1. These temporary effects on biological resources and water quality would not be considered significant impacts of the proposed project. To reduce the potential for, and impacts of, accidental debris discharge or hazardous materials spills, prior to project construction, the Port of San Francisco, in cooperation with the San Francisco Department of Public Works and San Francisco Fire Department, would prepare a construction debris and spill containment plan to address the special problems associated with removing debris and managing spills of petroleum products or other hazardous materials during project construction. The debris and spill containment plan would be incorporated into the construction specifications for the proposed project.

Project Operation

Discharge of Water From Heating and Cooling System

The Pier 1 building heating and cooling system would use water from San Francisco Bay as a heating source in the winter and a heat sink in the summer. The system would discharge about 1,000 gallons per minute (1.4 gpm). In the summer the discharged water would be about 5.5 C ° (10° F) warmer than the ambient temperature of the surrounding waters. In the winter the discharged water would be 2.2 C ° (4°F) cooler than that of the intake water. Additionally, as indicated in the October 30, 1998 Design Memorandum from Allan Montpellier (Flack + Kurtz Consulting Engineers, LLP) to Alec Bash of the Port of San Francisco, due to the small volume of water to be used in the system, it is not anticipated that the Bay water temperature would change beyond 10 feet of the discharge.

The water temperatures near the Golden Gate range from 10 - 15°C (50 - 59°F), a more narrow range than in the eastern, central and southern portions of the Bay due to the influence of the ocean water[5]. As indicated in the State Water Resources Control Board (SWRCB) September 1975 *Thermal Plan*, the maximum temperature of waste discharges shall not exceed the natural temperature of the receiving water by more than 20°F. In addition, the discharge shall not cause an increase of the natural water temperature to exceed 4°F. If the system operates per the description in the October 30, 1998 Design Memorandum, the impact to Bay water due to temperature change would be less than significant and would abide by the SWRCB regulations on thermal discharge outlined in the *Thermal Plan.*

The additional water circulation caused by the discharge of water from the heating and cooling system would change the aquatic habitat and community of aquatic organisms in the area around the discharge site. The additional water circulation would reduce the amount of fine silt sedimentation in the area immediately surrounding the discharge pipe, slightly affecting the composition of the aquatic community. Since the rate of water flow out of the discharge pipe would not be high enough to induce heavy scouring of bottom sediments, the aquatic community would not be affected from overcovering by sediments. Therefore, the impact to the aquatic community from the discharge of water from the heating and cooling system would not be considered a significant impact of the proposed project.

Impacts to Habitat of Sensitive Wildlife Species

Potential impacts to California brown pelicans, California least terns, and double-crested cormorants would be limited to localized and temporary disturbances to roosting or perching sites associated with construction activities at Pier 1. These bird species are likely to roost and perch in a wide variety of habitats over a large area. The species are not known to nest in the project area; therefore, temporary impacts to roosting and perching sites would not be considered a significant impact of the proposed project. As the Pier 1 area does not contain suitable foraging habitat for these bird species, construction of the proposed project would not affect their foraging activities.

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[5] Conomos, 1979

Winter run chinook salmon enter San Francisco Bay in late fall and gradually work their way northward and westward into San Pablo Bay, Suisun Bay and the Sacramento River (the winter run chinook salmon population of the San Joaquin River is assumed extinct). Chinook salmon in the Sacramento River are either taken for use in hatchery production and restoration of the species or spawn in the few remaining natural areas that support a population of chinook salmon. After hatching in the spring, chinook salmon fry work their way down river and into San Francisco Bay, where they follow a rather direct path to the Pacific Ocean. The downsteam migratory pathway is not well known, although it is assumed to be southward through Suisun Bay, San Pablo Bay, and into Central Bay, after which the smolt (a salmon when it is about two years old and first descends to the sea) migrate to the Pacific. Winter run chinook salmon smolts do not disperse widely in San Francisco Bay; rather, their emigration pathway appears to be into the Central Bay at Point San Pablo, westward through Raccoon Strait, into the westward portion of San Francisco Bay, and thence to the Pacific Ocean[6]. At no time are juvenile winter run chinook salmon likely to be present in the project area. Steelhead trout generally have the same migratory pattern, returning predominantly to hatcheries up the Sacramento River. Although there are efforts underway to reintroduce them in conjunction with restoring certain of the Bay's creeks, the area of San Francisco Bay around Pier 1 contains minor habitat and is clearly not a spawning ground for either winter run chinook salmon or steelhead trout. To reduce any possible effects upon their habitat, the Port has agreed not to undertake any hydraulic dredging in the Bay from November 30 to June 1.

California sea lions and harbor seals are known to occasionally forage in the project vicinity. The temporary disturbance to fish habitat as a result of increase in turbidity during project construction would result in temporary disturbance to foraging habitat for these mammals. However, the affected area of habitat would be relatively small, and the disturbance from turbidity plumes would be temporary. Therefore, disturbance to foraging habitat for marine mammals during project construction would not be considered a significant impact of the proposed project.

Energy/Natural Resources

Could the project:		**YES**	**NO**	**DISCUSSED**
(a)	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
(b)	Have a substantial effect on the potential use extraction, or depletion of a natural resources?		X	

The proposed project involves expanding the amount of office space on a pier that currently contains office and restaurant uses but is mainly used for automobile parking. Therefore, the project would not involve the use of amounts of fuel, water, or energy beyond what is normally consumed by office and restaurant uses.

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[6] Herbold, B. 1992. *Status and Trends Report on Biological Resources of the San Francisco Bay-Delta Estuary.* San Francisco Bay Estuary Project.

Hazards

Could the project:		YES	NO	DISCUSSED
(a)	Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	X	X
(b)	Interfere with emergency response plans or emergency evacuation plans?	_	X	_
(c)	Create a potentially substantial fire hazard?	_	X	_

Information on the existing setting and project impacts and mitigation measures relative to Hazards is from the *Hazardous Materials Survey Report, Pier 1, San Francisco, CA* (RGA Environmental, Inc.; March 5, 1998). A copy of this report is available for review in Case File 98.464E at the Planning Department at 1660 Mission Street in San Francisco.

Asbestos-Containing Material

Asbestos – containing material (ACM) is present in a variety of locations in Pier 1, including the Pier 1 Deli (floor tile), a storage building (floor tile), the southwest restroom (floor covering), and the main structure (roofing materials, window glazing, and exterior coating). Up to 7,740 sf of ACM is located in Pier 1. Additionally, 10 linear feet of flue containing ACM is located in Pier 1. Seismic upgrade, structural strengthening, and historic rehabilitation activities in the building could disturb ACM and result in public exposure to asbestos, which would constitute a potential public health hazard.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD, District) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. Notification must include the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of the planned work and methods to be employed; procedures to be employed to meet District requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (Cal/OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste

Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and its disposal. Pursuant to California law, the Port of San Francisco Department of Building Inspection and Construction Management would not issue the required permit until the applicant has complied with the notice requirements described above.

Federal OSHA has mandated new, more stringent rules for handling asbestos-containing materials. Under the new *Final Rule* of October 1994, the agency has halved the permissible exposure limit for airborne asbestos to an eight-hour, time-weighted average of 0.1 fibers per cubic centimeter. OSHA states that certain types of material are "presumed" ACM (PACM) and must be handled as though they do contain asbestos. PACM is defined as thermal system insulation and surfacing materials found in buildings prior to 1980. Surfacing material is defined as material that is sprayed, troweled on, or otherwise applied to surfaces for acoustical, fireproofing, or other purposes.

Additional changes to the *Final Rule*, which extend what is required under *California's Asbestos Notification Law* of September 1988, include owner notification of tenants, employees, and others regarding the location and quantity of asbestos (California state law does not require owners to provide information on the quantity of asbestos). Tenants' responsibilities also increase under the new *Final Rule*. Under California law, a tenant is obligated to inform the owner when conducting an operation that may bring employees into contact with asbestos, but it is the landlord's responsibility to contact the other tenants. Under federal rule, it is the tenant's responsibility to inform adjacent tenants in the building. Lastly, the *Final Rule* states that when one employer has undertaken work that could involve asbestos-containing materials, all adjacent employers "shall take steps on a daily basis to ascertain the integrity of the enclosure and/or effectiveness of the control method relied on by the primary asbestos contractor to ensure that asbestos fibers do not migrate to such adjacent areas."

These regulations and procedures, already established as a part of the building permit review process, would ensure that any potential impacts due to public exposure to asbestos would be reduced to a less than significant level.

Lead-Based Paint and Lead-Contaminated Dust

Lead-based paint is present in eight locations in Pier 1. Seismic upgrade, structural strengthening, and historic rehabilitation activities in the pier could disturb lead-based paint and result in public exposure to lead, which would constitute a potential public health hazard. The demolition or alteration of buildings containing lead-based paint must be conducted in compliance with Chapter 36 of the *San Francisco Building Code* (Work Practices for Exterior Lead-Based Paint). Where there is any work that may disturb or remove lead-based paint on the exterior of any buildings constructed prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The Ordinance contains standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and*

Control of Lead-Based Paint Hazards promulgated by the U.S. Department of Housing and Urban Development, and identifies prohibited practices in disturbing or removing lead-based paint. Any person performing work subject to the Ordinance shall make all reasonable efforts to prevent migration of lead-based paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead-based paint contaminants from all regulated areas of the property prior to completion of the work.

The Ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence of absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of the work, the responsible party must provide written notice to the Director of the Department of Building Inspection of the location of the project; the nature and approximate square footage of the painted surfaces to be disturbed and/or removed; anticipated work start and completion dates; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property, and number of dwelling units; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party that will perform the work. There are other notice requirements in addition to those listed above. The Ordinance contains provisions regarding inspection and sampling for compliance by the Department of Building Inspection and enforcement, and describes penalties for non-compliance with the requirements of the Ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a less than significant level.

Cultural Resources

Could the project:	**YES**	**NO**	**DISCUSSED**
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?		X	X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?		X	
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?		X	X

Architectural Resources

Pier 1 consists of two components: the bulkhead that fronts Herb Caen Way and the pier shed. The bulkhead is supported by a marginal wharf and seawall that was constructed in 1909 and added to in 1929. The bulkhead and pier shed were constructed in 1930 from drawings prepared by Chief Port Engineer, Frank G. White. The building is listed an architectural resource in the California Register of Historic Places and eligible for listing in the National Register of Historic Places.

As the pier is not designated as a City Landmark, located in an Historic District, or a designated Significant or Contributory building in the *San Francisco General Plan*, it is not subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts) of the *San Francisco Planning Code.*

However, as Pier 1 is eligible for listing on the National Register of Historic Places, and the Port and AMB Property Corporation are seeking Historic Preservation tax credits for the proposed *Pier 1 Project*, any modification of the pier must be consistent with the Secretary of the U.S. Department of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (*Standards and Guidelines*). Therefore, construction of the proposed project would not disrupt or adversely affect an historic site or property.

Archaeological Resources

The area of Pier 1 was open water in prehistoric times; therefore, no prehistoric resources are likely to be present in the area. Furthermore, substantial excavation for the *Wastewater Management Project* (construction of stormwater detention basins between the BART/Muni Embarcadero Station and Howard Street), BART (construction of the Embarcadero Station), and *Muni Metro Turnback Project* did not reveal any evidence of prehistoric archaeological resources at or near Pier 1.

In historic times, the Pier 1 site remained as open water with some waterfront structures. During the Gold Rush period, wharves from Market Street, Commercial Street, and Clay Street were constructed eastward from the shore, and extended into and beyond the area of Pier 1. Construction of the Old and New Seawalls in the late 19th century reclaimed open water to extend the eastern edge of the City further into San Francisco Bay. Construction of the New Seawall required the excavation of a tre00000nch 6 meters (20 feet) deep and 30 meters (100 feet) wide, which would have effectively destroyed any cultural resources in that area. Pier 1 was constructed on pilings beyond the New Seawall at the foot of Washington Street in 1930. Maintenance of the pier entailed periodic dredging of the Bay bottom and replacement of pilings. These activities probably destroyed any artifacts or other buried archaeological resources in the area of the pier. With the exception of the New Seawall, an archeological resource that lies at the west edge of Pier 1, no buried archaeological resources are believed to remain under Pier 1.

The proposed project involves reinforcing the pier pile structure, adding new braced steel frames in the pier bulkhead and shed, and installing new piles. Therefore, construction of the proposed project could impact archaeological resources that may be present below the pier, including the New Seawall. To reduce the potential disturbance, damage, or loss of archaeological resources during construction of the proposed project, the project sponsor would implement Cultural

Resources Mitigation Measure 1 listed in the Mitigation Measures section of this Negative Declaration.

Summary of Neighborhood Concerns

An existing tenant of Pier 1 has expressed the concern that committing Pier 1 to office use would not only add more non-maritime use to the San Francisco waterfront, but also preclude future use of the pier for support services for ferry passengers. This issue is addressed above under Land Use.

CONCLUSIONS

The proposed project is consistent with all applicable zoning controls, with the exception of on-site parking. An exception from the parking provisions of Section 161 of the *San Francisco Planning Code* would be necessary. No additional variance or other special authorization is needed.

While local concerns or other considerations may be grounds for modification or denial of the proposal, in the independent judgement of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

MITIGATION MEASURES

Could the project:	**YES**	**NO**	**DISCUSSED**
a) Could the project have significant effects if mitigation measures are not included in the project?	X	__	X

	YES	**NO**	**DISCUSSED**
b) Are all mitigation measures necessary to eliminate significant effects included in the project?	__	X	X

Air Quality

Mitigation Measure 1

- The project sponsor shall require the construction contractor(s) to cover stockpiles of soil, sand, and other material; cover trucks hauling debris soil, sand, or other such material; and sweep surrounding streets during these periods at least once per day to reduce emissions of particulates.

- The project sponsor shall require the construction contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Noise

Mitigation Measure 1

- The project sponsor shall require the construction contractor(s) to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.

Mitigation Measure 2

- The project sponsor shall require the construction contractor(s) for the proposed project to use an hydraulic or vibratory pile driver, if feasible; and to use a state-of-the-art muffler and shield around the pile driver.

Cultural Resources

Mitigation Measure 1

- The project sponsor shall retain the services of an archaeologist. The archaeologist shall evaluate the potential impacts to the New Seawall or other potential archaeological resources. The archaeologist would first determine, in conjunction with the Environmental Review Officer (ERO), whether he/she should instruct all excavation and foundation crews on the project site of the potential for discovery of archaeological resources, and the procedures to be followed if such resources are uncovered.

  The archaeologist shall then design and carry out a program of on-site monitoring of all ground disturbing activities, during which he/she shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

  Shall evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which could damage archaeological resources shall be suspended for a total maximum of four weeks over the course of project construction to permit inspection, evaluation, recommendation, and retrieval of archaeological finds.

  After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures shall be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archaeological material. Finally, the archaeologist shall prepare a draft report documenting the archaeological resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board, California Archaeological Site Survey Northwest Information Center, and agencies involved in overseeing the proposed *Pier 1 Project.* Three copies of the final report shall be submitted to the ERO. Significant archaeological artifacts and samples shall be curated in an appropriate facility or displayed with appropriate interpretation in the public areas of Pier 1.

OTHER

	YES	NO	N/A	DISCUSSED
Require approval of permits from City Departments other than Department of Planning or Department of Building Inspection or from Regional, State or Federal Agencies?		X		X

MANDATORY FINDINGS OF SIGNIFICANCE

	YES	NO	DISCUSSED
1.[*] Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?		X	
2.[*] Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect.

MANDATORY FINDINGS OF SIGNIFICANCE (continued)

	YES	NO	DISCUSSED
3.[*] Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	X	___
4.[*] Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

ON THE BASIS OF THIS INITIAL STUDY:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.

X I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the Air Quality, Noise, and Cultural Resources Mitigation Measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

for

HILLARY E. GITELMAN
Environmental
Review Officer

for

Gerald G. Green
Director of Planning

Date: December 11, 1998

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[*] Derived from State EIR Guidelines, Appendix G, normally significant effect.